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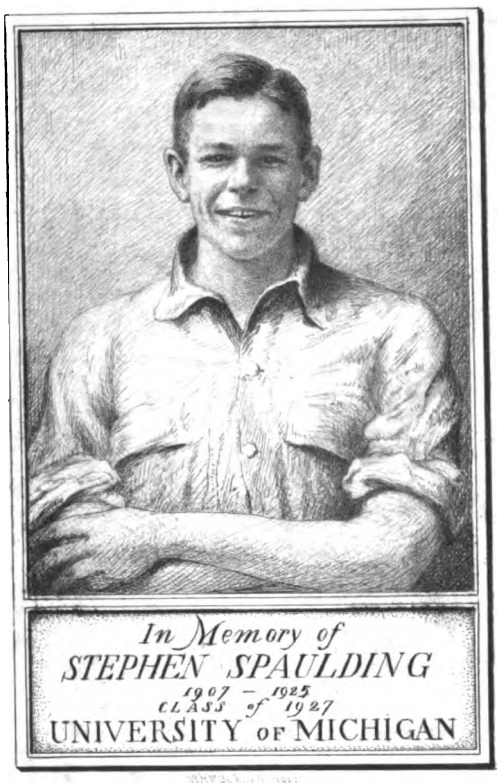

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INDEX.

	PAGE
ABYSSINIA—	
Lion Hunting in, 142; British Relations with	231
ACCIDENT ON BOARD H.M.S. "MARS"	123
ADEN, A Durbar at	404
AFRICA, Old and New	6
AFTER THE WAR.	146, 170
ALDERSHOT—	
Coronation Review at, 364; Torchlight Tattoo at, 382; Yeomanry School at,	422
ALDRICH, Rear-Admiral Pelham	317
ALEXANDRA PARK—	
Natal Contingent at, 383; Canadians at, 388; Camp	405, 443
ALGERIAN CAVALRY	22
AMERICAN BRITISH RIFLES	54
ANCHORS AND CABLES IN NAVY	519
ANSWERS TO CORRESPONDENTS	10, 34, 82, 565
ARANCI BAY, Navy in	277
ARDEER, Colonial Premiers at	544
ARMY FOOTBALL	75
ARMOUR PLATE v. GUN	389
ARMOURED TRAINS IN SOUTH AFRICA	608
ASSURANCES, Varieties in Life	120, 168
AUSTRALIAN SOLDIERS, Latest Contingent	8, 478
AUSTRALIAN SOLDIERS	104
BADEN POWELL'S POLICE	560
BALLOON CATASTROPHE, French Naval	382
BAMBERG, German Crown Prince at	144
BANDSMEN 3rd KING'S ROYAL RIFLES	582
BANDMASTER 1st ROYAL DRAGOONS	108
BARRACK LIFE	253
BARTON, Hon. E.	367
BATTENBERG, Prince and Princess Louise of, on board "Implacable"	243
BATTENBERG CUP, Race for	174
BATTERY ON MARCH.	72
BATTLESHIPS OF OUR MEDIÆVAL NAVY	154
BATTLESHIPS, Beauty of	602
BEDSTONE COURT	606
BERESFORD'S, Lord Charles, Address	2
BERMUDA FLOATING DOCK	311
BERMUDA MILITIA ARTILLERY	350
BIRANIR IMPERIAL SERVICE LANCERS	157
BISLEY—	
Colonial Competitors at, 456; Public Schools at, 459; Cups	484
BOOKS, World of	216, 312, 480, 624
BORDEN, Lt.-Col. Sir F. W.	440
BOTHA, General Louis, and Staff	119, 411
BOURNE, Lieutenant	123
BRABANT'S HORSE	248
BRACKENBURY, General Sir H.	345
BRITAIN BEYOND SEAS 7, 31, 55, 79, 103, 127, 151, 175, 199, 223, 247, 271, 295, 367, 391, 415, 439, 463, 487, 511, 535, 559, 583, 607, 631	
"BRITANNIA"—	
Tug of War, 99; Cadet of	144
BRITISH AND BOER CHIEFS	326
BRITISH EMPIRE TRUST	194
BRITISH HONDURAS, A Plea for Belize	56
BRODRICK, Rt. Hon. St. John	347
BUGLER OF MOUNTED INFANTRY	491
BURMA'S ADDRESS	596
BUTLER, Lt.-Gen. Sir W. F.	241, 347
CABIN, In a Captain's	226
CADETS—	
At Woolwich, 549; of "Britannia," 549; at Shoeburyness	621
CAMERON, Lt.-Col. C. St. C.	416
CANADIANS AT EXERCISE	352
CANADIAN FIELD ARTILLERY	516
CANADIAN OFFICERS AT TORONTO	349
CANADIAN SOLDIERS	599
CAVALRY, Algerian	22
CAVALRY, South Australian	351
CEMETERY, Barberton	486
CENTURION MONUMENT	594
CEYLON CONTINGENT	355
CHALLENGER, Old and New	406
CHANGING GUARD, ST. PETERSBURG	84
CHELSEA WAR TROPHIES	597
CHEN, H.I.H., Prince Tsai	380
CHERBOURG ARSENAL	618
CHESTER VOLUNTEER CORPS, Return of	296
CHIEFS, British and Boer	326
CHINA STATION, Prize Firing on	526
CHINESE DINNER, After a	284
COCHRANE, Lord	135
COFFIN, Quartermaster T.	6
COFFIN, Major Pine	152
COLONIAL CONTINGENTS	351
COLONIAL REVIEWS	429, 430, 431
COLONIAL SECRETARY AND OFFICERS	512
COLONIALS	147
CONNAUGHT, H.R.H., Duke of	337
CONNAUGHT, Prince Arthur of	387
CONSTITUTIONAL FORCE	410
CONVOY DUTY	308
CONWAY AND WORCESTER BOATRACE	356
COQUIMBO	642
CORNWALL TRAINING SHIP	522
CORONATION—	
Review, 315, 321; War Ships at Spithead, 325; Princes of India, 338; In India, 339; Indian Contingent, 341; Army at, 345; And the Colonies, 349; Foreign Royalties, 357; Foreign Military Visitors, 358; Review at Spithead, 363; Review at Aldershot, 364; Our Army at, 365; Oceania's, Africa's, Asia's Contingents, 508; Procession, 531, 532; Naval Review, 555, 556, 573; Canada's Contingent, 566; Burma's Address	596
CORONATION MEDALS	89
CORONATION OF KING OF SPAIN	219
CORK EXHIBITION	214
COWAN, Lt. A. E. A.	417
COX-EDWARDS, Rev. J. C.	125
CROFTS, Lieut.-Col.	338
CRONJE, Commandant A.	141
CUBAN REPUBLIC	262
CULME-SEYMOUR, Sir Michael	317
CURZON-HOWE, Rear-Admiral Hon. A. G.	317
CYPRUS MILITARY ZAPTIEHS	350
DARLINGTON. Sapper	640
DEFENCE, NOT DEFIANCE 375, 399, 423, 447, 471, 494, 518, 543, 567, 591, 615, 639	
DELAREY, General	1
DEVONSHIRE REGIMENT, Types of	348
DE WET, General C.	412
DINCAS, Expedition against	634
"DISCOVERY," Departure of	200
DIVERS, Naval Officers as	645
DOCKYARDS, Royal—	
Chatham	14, 62, 110
DOGRAS, The	635
DOMVILE, Admiral Sir Compton	395
DOUGLAS, Vice-Admiral A. L.	323
DOUGLAS, Vice-Admiral Sir A. L.	385
DRESS REGULATIONS FOR ARMY OFFICERS	106
DRUM HORSE, 21st Lancers	203
DRUMS, Silver, of Devons	339
DUBLIN MOUNTED POLICE	610
DUNDONALD, Major-General Earl of	121
DUNRAVEN, Colonel, The Earl of	601
DURNFORD, Rear-Admiral	315, 481
DUTCH IN MEDWAY	466
EAST SURREY REGIMENT, 2nd Volunteer Brigade	563
EGYPT—	
Tommy Atkins in, 153; 3rd Batt. Royal Fusiliers in	470
ELLIS, Sapper	640
ENGINEERS, D. Company, Electrical	48
ENGINEERS, Naval, at Play	238
ENGLISHMAN ABROAD	626
ESQUIMALT HARBOUR	30
EVELYN WOOD CHALLENGE CUP	286
FAMOUS OLD LONDONS	539
FAWKES, Rear-Admiral W. H.	317
FIELD ARMY, Breaking up of a	536
FILOSE, Sir Clement	338
FIRING ON BOARD A DESTROYER	37
FISHER, Admiral Sir J.	315

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	PAGE
FISH FOR EMPEROR	133
FLAG SHIP IN MEDITERRANEAN	378
FLEET REGATTA, A	636
FLOATING DOCK, Bermuda	311
FOOTBALL— In Army, 75; Admiralty Association Club, 100; Greenwich Rugby Team, 100; 2nd Highland Light Infantry Team, 129; 21st Co. Royal Garrison Artillery Team	
"FORMIDABLE," H.M.S., Mishap on board	129
FORTY WINKS	190, 196
FOUCHES, Commandant	20
FREMANTLE, Hon. Sir E. K.	176
FRENCH ARMY OF TO-DAY	317
FRENCH MILITARY TOURNAMENT	205, 254, 273
FRENCH NATIONAL FETES	240
FRENCH NAVAL HISTORIES	515
FRENCH REPRESENTATIVES	192
	262
GASELEE, Major-General Sir A.	
GATHERING OF THE CLANS	505, 529
GERMAN CROWN PRINCE AT BOMBERG	314
GERMAN NAVY, Growth of	144
GORDON, Corporal W. J.	18
GORDON HIGHLANDERS, Draft of	368
GOSCHEN'S, Lord, Visit to "Renown"	280, 294
GOVERNOR OF MALTA'S CUP	203
GREEK ARMY OF TO-DAY	270
GUARDS FOR SOUTH AFRICA	225
GUN, Our Newest Naval	162
GUNNERS AFLOAT AND ASHORE	169
GUNS, New Quick Firing	90
GUNS, Quick Firing, for Swiss Army	61
GYMKHANA ARMY SERVICE CORPS AT MANCHESTER	182
	239
HAMPSHIRE REGIMENT, Cyclists of 4th	
HARRIS, Rev. W. S.	400
HARRISON, General Sir R.	125
HEAVY GUN TROPHY, Winner of	345
HENDERSON, Rear-Admiral W. H.	370
HEREOS, Monument to	577
HERTFORD, Marquis of	236
HIDDEN MEANING	494
HIGHLAND LIGHT INFANTRY, Type of	362
HILDYARD, Lt.-General Sir H. J. T.	348
HOCKEY IN INDIA	347
HOME COMING OF OUR ARMY	500
HONG KONG DOCKYARD, Extension at	276
HOSPITAL SHIP—"MAINE"	42
HOTHAM, Admiral Sir Charles F.	35
HOUSEHOLD CAVALRY	317
HOWE, Arrival at Gibraltar of The Lord	346
HUNGARIAN COB	418
HUNTER, Lt.-General Sir Archibald	6
HUSSARS, King's Own 3rd	347
HYTHE SCHOOL OF MUSKETRY	158
	647
"ILLINOIS," U.S War Ship—View of Deck	
IMPERIAL YEOMAN, Veteran	331
IMPERIAL YEOMEN— Parade of, 256; Entraining at Farnboro, 306; Earl of Chester's	60
INDIA, Princes of	310
INDIAN EMPIRE—	338
14th Sikha on Parade	19, 91
Sikha Defenders	163
View in Madras	43
Firing a Salute	67
Mysore Lancers in Camp	115
Paltata Lancer	139
Indians Drilling	139
10th Bengal Lancers	187
Biranir, Bahowalpore, Bhurtpore Lancers	211
Loading an Elephant	235
Commandant Gwalior's Lancers	259
Madras Cavalry	283
Entraining and Detraining	307
Bengal Lancers	379
Hospital Assistant — Mounted Infantry	403
Mysore Lancers	427
Princes at Review—Presenting Chinese Medals	451
Indian Engine Drivers	475
Branding Cattle	499
Elephant Battery	523
Hindo Water Carrier—Temple near Calcutta	547
Garden of Eden—Native Boats on Hooghly	571
Artillery under Canvas	597
Commandant Patiala Lancers	619
Rifle Practice, Calcutta Bazaar	643
INDIAN PRINCES	476
INDIAN TENT PEGGERS	286
INDIAN TROOPS, Inspection of	384
INDIANS AT MAURITIUS	92
INFANTRY, Bombay	38
INMAN, Sergeant	501
INSPECTION OF LIFE GUARDS	552
INTELLECT AND EMPIRE	506
IRELAND ARMY RIFLE MEETING	630
IRISH HORSE, Officers of	221
ITALIANS— In China, 79; In Africa	101
JACK AS PAINTER	374
JACK RETURNING HOME	202
JACKSON, Vice-Admiral Sir T. Sturges	193
JAPANESE BLUEJACKETS	329
JAPANESE TORPEDO BOAT DESTROYER—"ASASHIO"	335
JAPANESE WAR SHIPS	291
JAPANESE WEDDING GIFT	291
JODHPUR LANCERS IN CHINA	11
KELLY-KENNY, Lieut.-General T.	25, 345
KERR, Lord Walter	315
KEYHAM, Student of Royal Naval Engineering College at	117
KING AND CONFERENCE	386
KING, H.M., EDWARD VII. IN ADMIRAL'S DRESS	553
KING, H.M., EDWARD VII.— On board Royal Yacht, 70; At Aldershot	365
KING'S BIRTHDAY	249
KING'S CHAMPION, AND ANCIENT CEREMONY	302
KING'S COLONIALS, Church Parade of	166
KING'S OWN 3rd HUSSARS	158
KING OF SPAIN, Coronation of	219
KITCHENER, General Viscount	409, 411, 457, 529
KITCHENER, Lord— At Hartley Hall, 435, 436; Bodyguard, 462; At Hampton Court	483
LADAKH, Successful day in	249
LAUNCHES, Famous— "Prince of Wales," at Chatham, 52; "Lancaster," 93; "Challenger," 406; "Encounter"	407
LIFE BOATS, British	179
LIFE BOATS— Worthing, 179; Margate, 227; Ramsgate	298
LIFE INSURANCE	600
LIFE OFFICES, Profits of	288
LIFE OFFICE, What is a good?	24
LONDON SCOTTISH AT EASTER MANŒUVRES	354
LOUBET'S, President, Visit to Russia	195
LOWICK, Sergeant H. G.	167
LYSTER, Colonel	8
LYTTLETON, Lieut.-General Hon. Neville G.	361
MACKINNON, Major-General W. H.	347
MADRAS CAVALRY MAN	548
MADRAS PIONEERS, 4th	260
MAHARAJA OF GWALIOR	338
MAIDAN AT CALCUTTA	164
"MAINE," Hospital Ship	35
MALTA, Manœuvres at	390, 438
MALTESE ROYAL ENGINEERS	350
MANCHESTER, Army Service Corps' Gymkhana at	239
MARDAN AT CALCUTTA	164
MARKSMEN FOR CANADA	592
MARKSMEN, Making	534
"MARS," H.M.S. Gun Accident on board	123
MARTIAL LAW, What is?	26
MAURICE, Major-General Sir J. F.	347
MAXIMS, Messrs. Vickers Son's	507
MAY, Rear-Admiral W. H.	315
M'CULLOCK, Hon. William	367
MEDIÆVAL NAVY, Battleships of our	154
MEDITERRANEAN BISLEY, A	531
MEDITERRANEAN SQUADRON, The	276
MEDITERRANEAN SQUADRON, The, Manœuvres	603
MEYRICK, Lieut.-Gen. William H.	221
MILITARY TOURNAMENT, French	240
MILITARY TOURNAMENT—Press Representatives	264
MILITARY WATER CART	414
MILITIA, East Kent, leaving Cathedral	510
MILITIA, Lord Roberts and	270
MILLER, Lieutenant	123
MILNER, Lord, AND BODYGUARD	584
MONUMENT TO HEROES	236
MOORE'S, Sir John, Tomb at Corunna	210
MUSKETRY, Hythe School of	647
MUZZLE LOADER, Last of	616
NATAL CAMPAIGN	119
NATAL CONTINGENTS AT ALEXANDRA PARK	383
NAVAL ENGINEERS AT PLAY	238
NAVAL GUN, Our Newest	169
NAVAL MANŒUVRES, French, in Mediterranean	588
NAVAL REVIEW 1852, 562; 1854	551
NAVAL REVIEW— Coronation Review, 555, 556; Visitors at Review	573
NAVAL VISITORS, Our Foreign	329
NAVIES AND ARMIES OF THE WORLD 5, 29, 53, 77, 149, 173, 197, 221, 245, 269, 293, 325 369, 393, 417, 441, 465, 489, 513, 537, 561, 585, 609, 633	
NAVY, Afternoon Off in	587
NAVY AND ARMY RIFLE TRIALS	122
NAVY AND THE EMPIRE	218, 554
NEW LAMPS FOR OLD	458
NEW ZEALAND CONTINGENT— Embarking of, 32; In Camp, 351; Artillery at Practice	392, 478
NEW ZEALAND TO FRONT AGAIN	272
NIGERIA, Camping in	586
NOEL, Vice-Admiral Sir Gerard	317
NORMAN, Field Marshall Sir H. W.	433
NOTES AND QUERIES 58, 88, 107, 136, 178, 230, 304, 366, 421, 598	
OFF DUTY—A Naval Ledger	648
OFFICERS—	
4th Batt. Princess of Wales' Own 3	
5th Battalion Duke of Cambridge's Own 3	
Major Paris's Column 21	
28th Battalion Imperial Yeomanry 27	
King's Colonials 147	
Northumberland Fusiliers 198	
Irish Horse 220	
4th Royal Warwick Regiment 279	
Bedford Imperial Yeomanry 279	
Canadian Contingent 440	
Hampshire Carabineers 444	
Oxford Yeomanry 445	
Colonial Contingents 477	
Irish Guards 542	
From India 572	
Lancashire Hussars' Imperial Yeomanry 579	
17th Battalion Imperial Yeomanry 579	
OFFICERS—	
And Crew of "Ramillies" 4	
Of H.M.S. "Forte" 83	
H.M.S. "Hood" 83	
H.M.S. "Dwarf" 138	
H.M.S. "Aboukir" 628	
"Majestic" 268	
"Bulwark" 395	
"Vengeance" 398	
OFFICERS AND GENTLEMEN	434
OFFICERS' EDUCATION AND TRAINING	242
OFFICERS, Indian Contingent in Levee Dress	572
OLLIVER, Captain Alwyne	293
ON THE FRONTIER	116
OONTS	44
"ORLANDO," H.M.S.— Paying off, 453; Bandsmen of	570
PACIFIC ISLES, Life in	183
PARR, Major-General H. Hallam	217
PAYING OFF "PENNANT"	132
PEACE MEDALS	489
PEACE NEWS FROM PRETORIA	267
PEACE NEWS IN MALTA	372
PERSIAN MODE OF PUNISHMENT	394, 442
PHOTOS BY A NAVAL ENGINEER STUDENT	28
PLAIN DUTY	483
POLO PLAYER, Prince Henry of Prussia as	222
POLYLOGUE	177, 201
PORTSMOUTH, Relics of	450

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PAGE

PREMIER OF NEW ZEALAND . . . 272
PRESENTATION OF COLOURS . . . 150
PRESENTATION OF COLOURS AT WELLINGTON BARRACKS . . . 388
PRESENTATION OF COLOURS TO IRISH GUARDS . . . 292
PRESS REPRESENTATIVES AT MILITARY TOURNAMENT . . . 264
PRETORIA, Thanksgiving Service . . . 424
PRETYMAN, Major-General Sir G. . . . 73
PRINCE GEORGE . . . 185
PRINCE OF WALES, H.R.H. . . . 336
PRINCE OF WALES PRESENTING MEDALS . . . 575
PRINGLE, Lieutenant A. . . . 190, 196
PRUSSIA, Prince Adalbert of . . . 18
PRUSSIA, Prince Henry of . . . 222
PUBLIC SCHOOLS UNDER CANVAS . . . 495
PUNJAB REGIMENT . . . 191
PUNITIVE EXPEDITION . . . 208

QUEEN ALEXANDRA PRESENTING MEDALS TO IMPERIAL YEOMANRY . . . 574
QUEEN'S BAYS . . . 346
QUEENSLAND MOUNTED INFANTRY . . . 351
QUEEN'S WESTMINSTER MOUNTED INFANTRY . . . 448
QUEEN VICTORIA, Statue of . . . 97

"RAMILLIES," H.M.S., Officers and Crew of . . . 4
RAS MAKONNEN'S TOUR . . . 48
RAWSON, Sir H. . . . 514
RECRUITING AMONG HILL TRIBES . . . 250
RED TAPE . . . 50
"RENOWN," H.M.S., Group on . . . 203
REVIEWS, Colonial . . . 429, 430, 431, 575
RHODES, Mr. Cecil . . . 74
RICE, Lieutenant-Colonel R. J. . . . 53
RIFLE TRIALS . . . 122
RIPLEY, Lieutenant H. W. . . . 606
ROBERTS, Earl . . . 345
ROUND THE MILITARY CLUBS . . . 413, 437, 461, 485, 509, 533, 557, 581, 605, 629

ROUND THE WORLD—
Sandwich Island . 17
An Arab School . 41
Stowing Anchor . 41
Kaiser's Yachts "Orion" & "Comet" 65
Coronation Medals 89
Floating Home for Officers . . . 113
Chinese Group . 13
Detraining in Natal 137
Tents, Native Spahis 161
A Seal Fisher . 161
Coaling . . . 185
Weighing Anchor . 209
A Smyrna Street . 209
Scene on Veldt, Novel Airship, Stowing Anchor 233
Saluting Colours: A Scene in St. Lucia 257
The Harbour at Cronstadt, French President at Peterhop . . . 281
Market Place, Alexandretta, Wreck at Malaga . . 305

ROYAL ARMY MEDICAL CORPS . . . 558
ROYAL ARMY MEDICAL CORPS, Detachment of . . . 558
ROYAL FUSILIERS, 1st Battalion . . . 354
ROYAL FIELD ARTILLERY . . . 294
ROYAL MUNSTER FUSILIERS, Group of . . . 348
ROYAL STURGEON FOR CZAR . . . 133
ROYAL YACHT, On Board . . . 70
RUSSIA, Prince Adalbut of . . . 18

SAILORS' PROGRESS . . . 490
SAPPERS DARLINGTON AND ELLIS . . . 640
SCARLET LANCERS . . . 346
SCOTT, Sergeant-Major . . . 501
SEA POWER OF NATIONS—
Japanese War Ships 327
Portsmouth Harbour 377
Steaming out of Dock . . . 401
Esquimalt Harbour 425
German Torpedo Boats . . 426, 449
Firing a Salute . 473
Torpedo Flotilla . 497
Jack at Play, Removing Sails . . 521
Messengers for Shore . . . 545
Torpedo Practice . 545
French Cruiser, Austrian Corvette, German Training Ship . . . 569
Physical Drill, French Submarine Boat . 593
Torpedo Boat Destroyer . . . 617
Review at Spithead, Danish Cruiser . 641
SEDDON, Right Hon. R. J. . . . 368
SELBORNE, Earl of . . . 317
SELBORNE, Earl of, at Portsmouth . . . 483
SEYMOUR, Sir E. H. . . . 529
SHAH OF PERSIA . . . 578
SHERWOOD RANGERS . . . 353
SHOEBURYNESS, Cadets at . . . 621
SHOEING SMITHS AT WORK . . . 371
SIGNALLERS AT WORK . . . 252
SIGNALLING CLASS AT POONA . . . 86
SIKHA SERVICE . . . 68
SIMM'S MOTOR WAR CAR . . . 114
SIMONS TOWN, New Docks at . . . 186
SINGAPORE VOLUNTEERS . . . 94
SINGAPORE VOLUNTEERS, Non-Commissioned Officers and Men . . . 354
SMITH, Right Rev. Bishop Taylor . . . 126
SMITH-DORRIEN, Major-General H. L . . . 625
SOLDIERS, Foreign, for Coronation . . . 443, 446, 478, 479, 525, 528, 550, 509
SOLDIERS, Types of, in South Africa . . . 381
SOUTH AFRICA, Scots Guards for . . . 621
SOUTH WALES BORDERERS . . . 348
SPITHEAD—
Coronation Review at, 325, 363; Scenes at, 408; Indian Troops at, 428; Naval Review 1852 . . . 562
SPITHEAD, Foreign Ships at . . . 329
SPORTS, Woolwich . . . 244
SPRIGG, Mr. J. Gordon . . . 367
STEPHEN, Captain R. C. . . . 494
STRACHON, Corporal Alexis . . . 246
STRAIT SETTLEMENTS' CONTINGENT . . . 355
STUDENTS AT KEYHAM . . . 117
STUART, Captain Leslie C. . . . 398
ST. LUCIA, Soldiers Saluting . . . 282
ST. PETERSBURG, Changing Guard at . . . 84
SUBMARINE—
Launch of First, 49; Emerging after Trial . . . 51
SUFFOLK HUSSARS . . . 256
SULTAN AT ADEN . . . 404
SURRENDER AT LAST . . . 266
SYDNEY LANCERS . . . 349

TAMMAS' DUEL, by K. Hesketh Pritchard . . . 9, 33, 57, 81, 105
TARS OF FIFTIES . . . 538

PAGE

TEA LEAVES . . . 614
TEHERAN, Review at . . . 644
TENT PEGGERS, Indian . . . 286
TERRANOVA CEMETERY . . . 196
"TERRIBLE" H.M.S. . . . 546
TOMBS, Soldiers' . . . 224, 486
TOMMY ATKINS IN EGYPT . . . 153
TORBAY, Ships in . . . 492
TORPEDO BOAT, Loss of German . . . 426
TORPEDO BOATS, Value of . . . 402
TORPEDO DESTROYER . . . 258
TORPEDO DESTROYER'S SYREN . . . 324
TORPEDO, The Spar . . . 623
TRINADAD, Lord Cochrane's Defence of . . . 134
TROOPER, Sussex Imperial Yeomanry . . . 353
TROOPER 12th Prince of Wales' Royal Lancers . . . 36
TROTTER, Major-General Sir H. . . . 347
TUCKER, Lieut.-General Sir Charles . . . 289
TUG OF WAR—
Team of 7th Heavy Battery, 140; Mountain Battery . . . 524
TURTLE CATCHER . . . 474

UMBALLA, Royal Horse Artillery at . . . 620
UNALASKA, A Day with . . . 59

VELDT AND KAROO . . . 464
VILJOEN, Colonel Ben . . . 21
VOLUNTEER—
Non-Commissioned Officers 1st Steelbacks, Fighting Fifth . 66
Manœuvres . . . 76
Singapore . . . 94
Auckland Engineer . . . 128
Bangalore Rifles . . . 212
Return of 2nd Chester . . . 296
And Yeomanry . . . 353
26th Middlesex Cyclists . . . 355
Royal W. Kent at Manœuvres, 355, 582
Indian Trophy . . . 452
Artillery . . . 472
1st Sussex Royal Engineers . 580
In Masquerade . . . 632
VOLUNTEER ARMY IN INDIA . . . 419, 467
VOLUNTEER SERVICE COMPANIES 3rd and 4th . . . 27
VOTES OF THANKS . . . 290

WALLACE, Lieut.-Colonel Nesbit W. . . . 145
WALMER, Church Parade at . . . 498
WARD, Colonel Sir E. . . . 347
WARDERS OF TOWER . . . 234
WAR MACHINE, A new . . . 114
WAR OFFICE AT PLAY . . . 263
WAR SHIPS, H.M.—
"Aboukir" . . . 627
"Andromeda" . . . 17
"Anson" . . . 319
"Ariadne" . . . 323
"Bedford" . . . 432
"Benbow" . . . 321
"Bulwark" . . . 396
"Crescent" . . . 79
"Devastation" . . 204
"Dwarf" . . . 138
"Empress of India" 319
"Exmouth" . . . 287
"Fantome" . . . 320
"Formidable" . . 190
"Hogue" . . . 432
"Impregnable" . . 541
"Irresistible" . . 85
"King Alfred," . 432
"Lancaster," . . 52
"Leviathan" . . 109
"London" . . . 313
"Magnificent" 318, 576
"Majestic" . . . 316
"Martin" . . . 325
"Minerva" . . . 324
"Nile" . . . 319
"Orlando" . 322, 453
"Pennant" . . . 132
"Prince George" . 184
"Prince of Wales" 52
"Prometheus" . 320
"Renown" . . . 540
"Revenge" . . . 576
"Royal Sovereign" 576
"Russell" . . . 287
"Sans Pareil" . . 576
"St. George" . . 322
"Sutlej" . . . 318
"Vengeance," 156, 397
WAR SHIPS, Foreign—
"Amazon" . . . 172
"Asama" . . . 329
"Carlo Alberto" . 328
"Chacabuco" 335, 493
"Charlotte," The . 18
"D'Entrecasteaux," The . . . 12
Don Carlos I." . . 335
"Emperador Carlos V.," . . . 330
"Fauconneau" . . 195
"Herlief Trolle" . 334
"Hela," The . . 171
"Illinois" . . 311, 332
"Jena," The . . 47
"Kaiser Barbarossa," The . . 13
"Kaiser Friedrich III." . . . 171, 333
"Kaiser Karl Der Grosse" . . . 171
"Montcalm" 48, 195, 330
"Norge" . . . 334
"Oden" . . . 328
"Pobieda" . 328, 493
"Psara" . . . 492
"Presidente Sarmiente" . . . 335
"Peresviet," The . 46
"Szigetvar" . . 492
"Takasago" . . 327
"Victoria Louise" 172
"Werssenburg" . 172
"Yatagan" . . . 195
WAR TROPHIES AT CHELSEA . . . 597
WARWICK, Earl of . . . 494
WEI HAI WEI, Fate of . . . 80
WHEN SLEEPER AWAKES . . . 98
WIDE WIDE VELDT, South African War in—
Ventersburg Station, In Hospital, Cape Town Highlanders . 45
A Company 1st Black Watch . 69
Mrs. Delarey's Home on Veldt . 69
Carrying Wounded . . . 69
R.A. Mounted Rifles Entraining at Pretoria . . . 96
Byng's Convoy Crossing a Drift, After De Wet . . . 96
With Byng in Orange River Colony, Pom Poms recaptured 118
Breaking in Wild Ponies . 118
Commandant A. Cronje . 141
Cronje's National Scouts . 141
South African Drift . . . 165
A Poort Transport . . . 165
Blockhouse on Veldt, A Veldt River Pool . . . 189
President Steyn's Farm, Headquarters Blockhouse . . . 189
Armoured Train . . . 213
Bridgehead Blockhouse, Ladies' Rifle Club, De Wet's Farm . 213
Modder River Station Transport, Officers of Transport . . 237
Modder River Blockhouse . . 237
Important News, Mr. Kipling's House . . . 261
Surrendered Families, Captured Burghers and Officers . . 285
Concentration Camp . . . 285
Schalk Burger, General Botha, Reitz Shaking Hands . . 309
Beaufort Defences . . . 464
Armoured Trains . . . 608
WILLES, Rear-Admiral G. L. Atkinson . . . 265, 317
WILSON, Vice-Admiral A. Kuyvet . . . 317
WOLSELEY, Field Marshall Lord . . . 347
WOOD, General Sir E. . . . 244
WOOLWICH ATHLETIC SPORTS . . . 552
WOOLWICH, Lord Roberts presenting Medals at . . . 297
WOOLWICH ORDNANCE COLLEGE, Students at . . . 130
WOOLWICH, Transport work at . . . 356
WORCESTER AND CONWAY BOATRACE . . . 504
"WORCESTER," Prize Day on board . . . 188
WRESTLING IN INDIA . . . 353

YEOMANRY AND VOLUNTEERS . . . 310
YEOMANRY, Earl of Chester's . . . 369
YEOMANRY—
Officers 28th Battalion I.Y., 27; East Kent, 376; East Kent Parading, 445; Field Kitchen, 568; Essex, at Colchester, 590; 3rd County of London, 611; 25th Company West Somerset . . . 530
YOUNGER GENERATION . . . 530

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THE NAVY & ARMY ILLUSTRATED.

VOL. XIV.—No. 268.] SATURDAY, MARCH 22nd 1902.

A CHIVALROUS FOE.

GENERAL DELAREY, WHO RELEASED LORD METHUEN AFTER THE AFFAIR AT TWEEBOSCH.

The reverse suffered by the force under Methuen, which terminated in the latter's capture, may not eventually loom very large in the battle record of the war. But it will always be right gratefully associated by the British nation with the fine chivalry shown by the Boer leader in promptly releasing his wounded enemy. General Delarey is a very bright specimen of the best sort of Boer, and his conduct throughout the campaign has been consistently that of a humane and kindly, as well as of a skilful and level-headed, leader.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Lord Charles Beresford's Address.

SOME critics, we notice, have been surprised that in his paper, read before the London Chamber of Commerce, Rear-Admiral Lord Charles Beresford should have demanded so much. For our part, we are inclined to be astonished that he asked for so little. Lord Charles might quite well have borrowed the famous phrase of Clive and have "stood astonished at his own moderation." If we had put faith in the wild and whirling words of those who posed a little while back as Lord Charles's confidants, we should have expected him to urge, not merely the impeachment of the whole Board of Admiralty, but the instant transfer of the business of Naval administration to the secretary of the Navy League and Mr. Arnold White. Of course, we knew, as did all sensible people, that, as soon as Lord Charles came home and was able to speak for himself, he would show that his trumpeters had been playing their fanfares more on their own account than upon any suggestion of his. But, at the same time, we did imagine he would put forward some scheme of reform more sweeping than the plan he discussed last week. It is comforting to find that he has so little fault to find with our Naval system, and it is even more comforting to know that several of his proposed changes are already under consideration, if not actually in effect.

If we had to sum up criticism of Lord Charles Beresford's demands in a single sentence, we should say that most of his suggestions which are practicable are already being carried out, and that those which are not engaging attention in Whitehall are impracticable. It may seem strange that a distinguished officer, just home from an important command, should take the trouble to propose reforms that are already being adopted. But we must remember that this distinguished officer has had li tle opportunity of knowing what the Admiralty are about. It is a pity on many accounts that Government offices, particularly the Offices which are concerned with National Defence, should be so unwilling to take the public into confidence. It is not merely the man in the street who is unaware of the changes of system that are introduced from time to time; the expert who devotes attention specially to one branch of administration is often quite as much in the dark. Mr. Arnold-Forster has admitted that when he joined the Government in 1900 he found already in working order many of the reforms which he and others had been constantly urging upon the Admiralty. We need not be very much surprised, then, that Lord Charles Beresford, who severed his official connection with the Admiralty sixteen years ago, should be more or less in the dark as to the steps which have been taken during those sixteen years to secure increased efficiency.

Let us take some of Lord Charles's points, and see whether we can justify our one-sentence criticism. We will consider first the practicable proposals, such as the registering of all vessels that we might want to hire in time of war, the establishment of a reserve of skilled artisans, the provision of "pattern" auxiliary ships, the better payment of seamen gunners, and the plan for securing younger admirals. All these points are, we believe, engaging attention at the Admiralty, and some of them, unless we are greatly mistaken, have been adopted for some time. They are not questions that can be settled off-hand. They require much careful thought and weighing of arguments. The subject of the Admirals' and Captains' Lists, for example, is one that is full of difficulties. What Lord Charles would do is to promote captains by selection, to increase the number of rear-admirals so as to find room, presumably, for the captains who were not promoted by merit, and then to retire all rear-admirals who have not hoisted their flag for three years, giving them vice-admirals' pensions. This is exceedingly ingenious. "Here's something for A," says Lord Charles, "and something for B, and a consolation prize for C, and now we're all happy." But a simpler and less expensive and altogether more preferable plan would, it seems to us, be the reduction of the retiring age for rear-admirals from sixty to fifty-five. However, we must not spend more time upon this one point. We must pass on to the suggestions which appear to be impracticable. Let us take first the proposal that there should be added to the Board of Admiralty a Naval War Lord, who should be responsible to the nation for deciding what we want in the way of Naval armaments, and for laying our requirements before Parliament.

This seems to us to be a proposal which aims at the alteration of our whole system. The responsibility for taking precautions must rest, under that system, upon the Government. Only the Government can tell what our requirements are, because only the Government can know how our relations stand with the other nations of the world. If the Government, when they have decided upon our requirements, decline to furnish the Admiralty with the means of keeping our Naval defences up to the necessary standard, then the Naval Lords can, by resigning their offices, appeal from the Government to the country. But it is not the duty of the Naval Lords to decide, in the first instance, what the general Naval needs of the country are, because they have not at their disposal the information as to our position abroad, which alone can enable such a decision to be taken. Sir Geoffrey Hornby stated the matter bluntly, but with perfect accuracy, when he said:

"It is for the politicians to tell me if they want the Channel defended or not. That is their business. They tell me I am to defend the Channel, and I then say: 'Very well; to do that I shall require so many ships, so many guns, and so many men.' That is my business. Then they have a right to say: 'That is too much; we cannot afford it, and so we will give up the idea of defending the Channel.' That again is their business. But they have no right whatever to say: 'You do not require that number of ships, or guns, or men.' For that is not their business at all, and they know nothing whatever about it."

Then, again, as to the proposed mobilisation of our whole war fleet "in order to test organisation and to discover weak points," we are in the dark as to what Lord Charles means. Mobilisation as if for war would be scarcely possible in peace-time if it were carried out with thorough-going completeness. On the other hand, if anything were omitted, it might be just the one thing which would show us a weak place. We cannot think that this proposal is any more practicable than the other which we have examined. At the same time, we are glad that all such ideas should be fully discussed. Talking and writing about them keeps up a healthy interest in Naval matters, and ought to help us to arrive at sound opinions.

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MORE MILITIA FOR THE FRONT.

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THE "GREEN HOWARDS" MILITIA.

Officers, 4th Battalion, Princess of Wales's Own (Yorkshire Regiment).

Reading from left to right the names are—Back row: Lieut. D'Arcy, Lieut. Cartwright, Capt. Skinner, Lieut. Wells, Lieut. Latham, Lieut. Rose, Second Lieut. Aspinall, Capt. Grimshaw, and Lieut. O'Callahan. Second row: Second Lieut. Archer, Lieut. Potter, Lieut. Macquaig, Lieut. Fullerton, Lieut. Wandby, Lieut. Boyd Shannon, Second Lieut. Evans, Second Lieut. Knowles, and Lieut. Bone. Front row: Capt. Mayhew, Capt. Rogerson, Maj. Fulton, Capt. Puxley, Capt. Turton, Col. Harrison, Capt. Thorne, Capt. McMunn, R.A.M.C., Capt. Gelston, and Capt. Gill, Royal Irish Regiment.

This fine corps, formerly the North York Militia, sailed the other day for South Africa in the "Assaye," under command of Colonel B. G. Harrison, who forms the central figure of the above portrait group. The "Green Howards" have already done notable service in the campaign, both the 1st Battalion and the 3rd (Militia) Battalion having been engaged since the early stages of the war.

Photo. Copyright. Russell & Co., West Kensington.

THE ROYAL ELTHORNE MILITIA.

Officers, 5th Battalion, Duke of Cambridge's Own (Middlesex Regiment).

Reading from left to right the names are—Back row: Capt. Snow, Second Lieut. Caley, Lieut. Bennett, Second Lieut. Ricketts, Capt. Fletcher, Lieut. Inglis, Second Lieut. Miles, Lieut. Grogan, Second Lieut. Miller, and Capt. Furlong. Second row: Capt. Brown, Capt. Parnell, Capt. and Adjt. Ash, Col. Rolleston (commanding), Gen. Kent (Hon. Col.), Lieut.-Col. Moore, Capt. Baker, Capt. Russell, and Lieut. Passy. Front row: Second Lieut. Duck, Second Lieut. Roe, and Lieut. Pearson.

The 5th Battalion of the gallant "Die-Hards" should about now have been landed in South Africa, having left Southampton in the "Roslin Castle" on the 22nd ult. They are commanded by Colonel Rolleston, who appears in this group, together with the honorary colonel of the Middlesex Regiment, Lieutenant-General H. Kent, a veteran who fought at Alma, Inkerman, and in the siege of Sebastopol. The 2nd Battalion and 6th (Militia) Battalion of the Middlesex have already served in South Africa.

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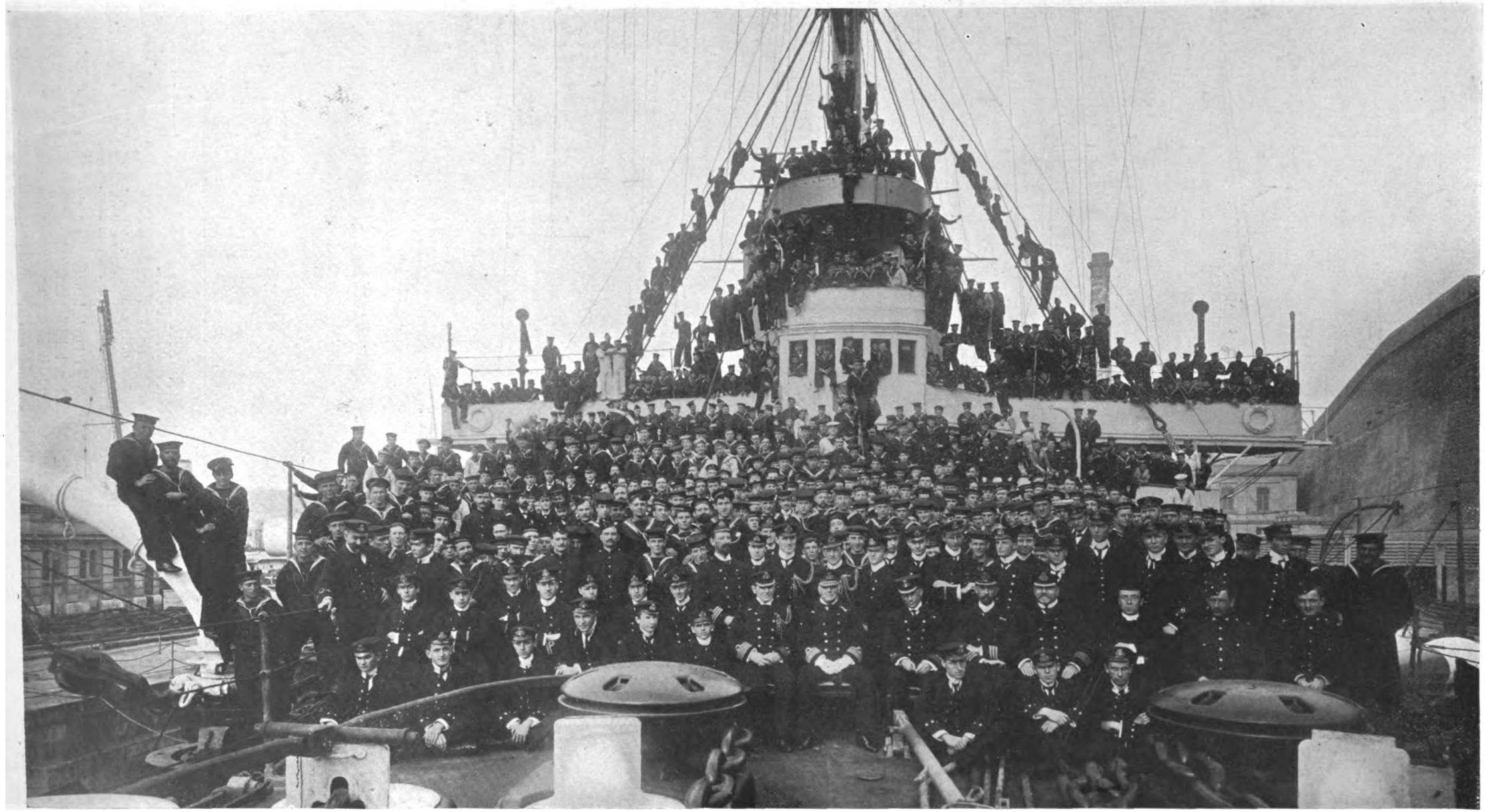

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THE OFFICERS AND CREW OF THE "RAMILLIES."

Lord Charles Beresford and his officers and men on board his late flag-ship.

Before Lord Charles Beresford became second in command on the Mediterranean station, he had had little opportunity to make a record as a tactician. It had been assumed indeed that the Admiral had not made a special study of this branch of the Naval organisation. But the manner in which he has handled a fleet in the Mediterranean has amply disproved he assertions of his critics. Whatever it may have been at an earlier period, his professional reputation has been enhanced by his services up the Straits, and he has shown that in tactical ability he is worthy to take place beside our foremost admirals. Our picture gives a very good representation of the ship's company to which this popular admiral—who is now on the half-pay list—formerly belonged. It shows the officers and crew of the "Ramillies," the flag-ship of the late second in command in the Mediterranean, with Lord Charles Beresford in the centre, and gives a good idea of the harmony which prevailed on board.

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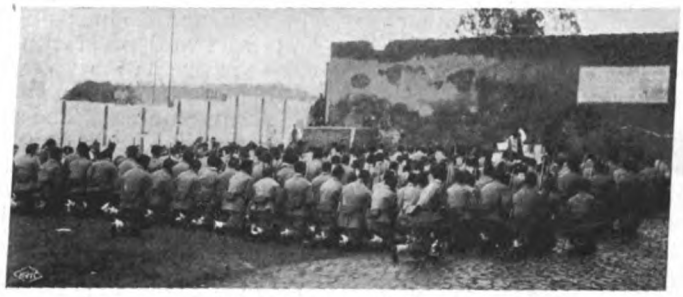
A RED CROSS GROUP.



AN OPEN-AIR SERVICE.

THE NAVIES AND ARMIES OF THE WORLD.

A WEEKLY CAUSERIE BY DAVID HANNAY.

TO CHURCH AT "GIB."

THERE are few more curious, or, indeed, more instructive, things in the history of war than the long prevalence of the orthodox doctrine as to the fighting of Naval battles. It was not peculiar to us, and, in fact, it endured for generations because it was not. If the French, who were our only serious enemies in the eighteenth century—for the Dutch were too weak and the Spaniards too clumsy to be formidable—had adopted a bolder and more intelligent method, they would soon have given us a severe shaking. But they were either corrupt and ill-appointed, as in the Wars of the Austrian Succession and the Seven Years' War, or when they were more efficient, as in the American War of 1778-83, they, too, had a pedantic theory, and it was one which corresponded wonderfully with ours. The ruling consideration with them was this. They said, with great truth, that their Navy must always be less numerous than ours.. From this manifest fact they drew the deduction that France could never afford to spend vessels as freely as England could. Supposing, they said, we do go in roundly and win a success after a hard battle, we shall come out crippled, and in need of repairs, which cannot be executed except in a dockyard and during months of work. Then England, with her great reserve of ships, will send in a new squadron, and our victory will be barren. It will, indeed, be worse, for it will be followed by the consequence of a defeat. So it is our interest either to avoid general actions, or if we must fight them, then to act so as to reduce the chance of suffering damage to a minimum.

* * * *

It was essentially a poor view, for it left them at the mercy of an antagonist who would assault them boldly. The very inferiority in numbers which they alleged as an excuse for timidity ought to have stimulated us to greater energy. Since we had a far greater reserve, we could afford to spend our liners freely. Even if a third of our ships were wholly dismasted and all the others had more or less serious damage to make good, we could well have afforded to pay the price if we had also captured a dozen Frenchmen and driven the rest into flight, badly shattered. Our reserve would have been at hand to reap all the profits of the victory long before the French could make good their loss. That we took so long to grasp this elementary fact was wholly due to the official Fighting Instructions—the Duke of York's of 1665, and the modification of them drawn up by Rooke in 1703. They set up the standard quoted by Lestock in 1745, namely, that no good officer would engage an enemy unless the two fleets were so placed that our van could be brought into action with the enemy's van, our centre with his centre, and our rear with his rear at the same time. Where we had a vast superiority of numbers, as in Anson's action with Grout de St. George and La Jonquiere, or Hawke's action with L'Etenduère, then we dropped the pedantic rule. Where, however, the numbers were equal, or thereabouts, we acted on it.

* * * *

The result was that our attack was baffled again and again by the French defence. We got the weather-gage and then bore down, hoping that the enemy would give us an opportunity to fight it fairly out, by lying with his topsail to the mast till all of us were nicely abreast of all of him. Keppel, for instance, when speaking of his action with D'Orvilliers in 1778, confesses pathetically that this was what he wanted, and he plainly thought it very mean of the Frenchman not to play the game. But the Frenchman had a game of his own, which it was our business to upset, and we took a long time to do it because we deliberately barred ourselves from the use of effectual methods. Take, for example, the two actions which Sir George Pocock fought with D'Aché on the coast of Coromandel in 1758, and the third which was fought in 1759. Pocock had the better squadron, for D'Aché's ships were mostly East Indiamen, far inferior in scantling and weight of broadside to regular men-of-war. Besides, he was extremely ill provided with stores, and had to get his ships ready by every sort of makeshift. The English admiral, too, was a very different man from Lestock or Mathews. He was able, strenuous, and zealous. Yet he never fairly beat the Frenchman, nor could he prevent D'Aché from landing Lally and his troops in 1758, or from co-operating in the capture of Fort St. Davids, or from reinforcing Pondicherry in 1759. The explanation of his failure was that he was tied down by the Fighting Instructions to attack from windward and to remain there. So long as that was the case the French defence was perfectly effective. It could always force us to come down at a slant, by simply standing on the moment we were seen to be bearing up. Then the rear of our line was sure to straggle, while the van ships, when on their way to their station, had to pass through a belt of fire in which the French could train the guns out of their port-holes so that the broadsides of two or three could be concentrated on the rigging of one of our vessels. Of course, a great deal of damage was done to several of them, and then the artful Frenchman slipped away. Pocock was a severe disciplinarian, and he court-martialled three of his captains for not being in their proper stations in the first of his battles. Yet, after all, he did not do better, as far as the actual engagements were concerned, than Byng did in 1756. And that he did not do so was wholly and solely because nothing better was to be done with the wooden formulas he was called upon to apply.

* * * *

The case of Pocock is a particularly glaring example of the evil effects of an official system of fighting. There is always a tendency among soldiers and sailors too to fall into a routine. All the history of warfare is full of the painful surprises of old-fashioned generals who are suddenly called upon to face some young innovator. But where there is only a recognised school of tactics, founded on the example of some successful general in the past, and applied in a dull mechanical way, the evil is not necessarily so great. Of course, the imitators invariably contrive to miss the spirit of their model while copying the form. The followers of Frederick the Great, for instance, made a pitiable exhibition of themselves against the Revolutionary Generals and Napoleon, and fell into miscalculations of which he himself would have been incapable. Still, they were not tied down by a law to a fixed course, and were free to open their eyes if they chose. In the case of our Navy, there was a positive

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obligation to act in a specified way which was radically bad. It was not really the less mischievous because it had a foundation of sense. The injunction, for instance, to stretch the attacking line all along the attacked, had an intelligent purpose. There was a danger that the enemy would turn one or other end of the line and put it between two fires—in other words, concentrate a superior force on a given point. He could be prevented from doing this if his rear and van were watched and checked. The vice of the Fighting Instructions was that they prescribed the use of a precaution which disabled the assailant from concentrating. Therefore, they made it inevitable that all battles at sea should tend to be indecisive, and gave the advantage to the side which fought on the defensive—that is to say, to leeward, with the sailing fleet—and which made a practice of sheering off so soon as it had crippled the spars of a part of its enemy. A war conducted on such principles might drag on for ever, and, as a matter of fact, we owed our superiority to the French much more to the financial collapse of the Government of Louis XV. than to our victories in battle. When the American War put us in face of a more numerous, better-handled, and better-appointed French Fleet, it was long before we gained any noted advantage.

* * * *

When we look back to the controversies of the time we find that after the affair off Ushant, after Byron's action near Grenada, and Rodney's encounters with Guichen to leeward and windward of Martinique, an uneasy feeling began to arise that we had lost our old superiority. A distinct result of this fear was the birth and growth of a revolt against the old formal tactics. The spokesman of this rebellion was Clerk of Eldin, but he had many sympathisers in the Fleet, even among men who would have disputed the competence of a landsman to speak with authority on Naval operations. The point was that they agreed with him in holding that the old method would no longer do. From the moment men had got into that frame of mind the change was at hand, simply because they looked at the problem before them in quite another spirit to that of Lestock. There is all the difference in the world between saying there is only one orthodox way of fighting a battle and saying you should fight so as to be effective.

AFRICA—OLD AND NEW.

LAST week's news from Africa brings to our minds the old Christmas carol:

"God rest you, merry gentlemen!
Let nothing you dismay!"

Growlers make it a disaster; pessimists make it an overthrow of our arms; and treason makes it an occasion for hand-clapping and seditious cheering in a place where the interests of the Crown and the country are supposed to be paramount. The casual observer, of loyal and level mind, sees, however, nothing but an untoward incident of a war exceptional in the annals of this or any other country. It does not in any way convey dismay, especially when we think that England's interests are still guarded by men like Mr. Thomas Coffin, whose portrait we give. Mr. Coffin was born a sailor; not alone was he the son of a sailor, but he was actually born on board one of His Majesty's ships in 1823. His father, who had been one of Nelson's sea-dogs at Trafalgar, had by his services gained the comfortable billet of ship-keeper of the "Pitt." Young Coffin first sported blue on Southsea Common in 1837, on the occasion of the accession of her late Gracious Majesty to the throne. After this he served, as he expresses it, when the "Asia" interfered between the "Constantinople Turks and the Egyptian Turks." His services were many and various, and always gallant. He had the luck (?) to fall from aloft in the Gulf of Florida, and to escape with no worse wound than a broken thigh. It may be stated that his fall was broken by a distinguished admiral, who, however, appears to have escaped without injury. His war services include the Russian War, where he was a member of the Naval Brigade, and the China War, where he found good use for his cutlass in boarding pirate junks

A CHIP OF THE OLD BLOCK.

Quartermaster Thomas Coffin—a survivor of the "Birkenhead."

Possibly the most dramatic incident of his life was that in which he took part while serving in the transport "Birkenhead."

In the annals of old and new Africa the sinking of the "Birkenhead" should never be forgotten as typical of the never-failing firmness and fortitude of Britons. Such men as these heroes who went sternly and quietly to death have left to-day behind them successors who are going just as sternly and as quietly to their doom. In the face of Continental obloquy and home indifference Britain's gallant sons are daily giving their blood for Britain. Surely they are of the same breed as those who stood firm when the "Birkenhead" went down.

The "Birkenhead" was a paddle-wheel iron frigate converted into a transport. She was conveying 500 soldiers, together with several women and children. There were 134 seamen and engine-room ratings on board. The ship was commanded by Captain Salmond, a Royal Naval officer. The story of how this gallant officer and those under his command faced death is too well known and has been too well told to bear repetition.

Our second picture brings us to Africa of to-day. It shows Mr. Lewison, whose name will be familiar to most of our readers, holding one of the Hungarian cobs about which there has been so much discussion. The cob looks a fairly serviceable animal. It is very good behind, and although it carries so much flesh, it is fair to presume that we should not have heard so many growls as to the waste of money and defective animals had all the Hungarian remounts been of this type.

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A NEW-STYLE CHARGER.

Mr. Lewison holding a Hungarian cob.

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A SCOUTING PARTY, NATAL.

A RARITY—AN INDOOR MEAL.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

IN the matter of possibilities the allusion, guarded as it was, which Mr. Brodrick made to the Colonial Forces of the Empire in his statement introducing the Army Estimates, reduces most other contemporary Colonial questions to comparative insignificance. No excuse should be needed here for devoting special attention to a subject in the handling of which this journal has long taken an active and closely-interested part. But it appears all the more desirable to give particular prominence to this discussion just now, because, with that aptitude for rushing into extremes which characterises the amateur military criticism of the day, several writers have improved upon the careful and statesmanlike utterance of the Secretary of State for War, and have built upon it a superstructure of airy organisation the mere suggestion of which is misleading, if not positively detrimental.

Within a few hours of Mr. Brodrick's statement in the House of Commons, the evening papers were teeming with allusions to a "British Imperial Army," and with more or less detailed, and largely imaginative, anticipations as to the precise nature of the scheme to be adopted. In the clear vision of those responsible for these bright expectations nearly every corner of the British Empire was already provided with one or more Army Corps complete to the last gaiter button, and bristling with all the latest improvements in the way of armament. What was additionally impressive was the solemn assumption that our own home organisation was no longer in a state of transition—which is, as Mr. Weller would say, a "more tenderer word" than muddle—but had suddenly acquired a compact shape and a preparedness to go anywhere and do anything which recalled the delightful optimism of twenty years ago. Should any danger threaten the Pitcairn Islanders, not only would they themselves spring smartly to attention and prepare to resist the invader with the help of the local "pom-pom," but six complete British Army Corps, with the latest pattern of Service hat hurriedly designed for the occasion, would at once be transported to the menaced point, to the confusion of the Empire's enemies, and the envy, hatred, and malice of the whole civilised world. For thoughtfulness, for completeness, for breadth of imagination, and for serene disregard of practical considerations, it is difficult to beat the amateur enthusiast who has "let himself go" on the subject of Imperial Defence, and, if the above representation is a trifle exaggerated, it is not an altogether unfair description of the state of mind into which some writers appear to have been thrown by Mr. Brodrick's forecast.

Let us, in a calmer mood, first reproduce the Secretary of State for War's actual words, and then proceed to discuss them by the light of facts and common-sense. "I trust it may be possible," said Mr. Brodrick, "that some arrangement may be made by which the whole force of the Empire may be made available in case of a war in which the interests of the whole Empire are involved." And, continuing, he observed: "An opportunity for conferring with our Colonial friends on this subject will occur on the visit of Colonial statesmen to this country for the Coronation. We shall then have an opportunity of seeing how far the scheme in our minds commends itself to the Colonies, and how far they are willing to undertake a responsibility which will more closely link together the different parts of the Empire."

The latter part of this quotation contains a clear reference to an existing scheme, and this no doubt created the flutter to which allusion has been made. Whenever a statesman indicates that, like the late lamented General Trochu, he "has a plan," the odds are largely in favour of the publication, within a few days, of details understood to be entirely authentic and "exclusive" of the plan in question. Apart from this familiar phenomenon, it is amazing how strongly the public mind retains the delusion that a scheme in the mind of a British War Minister with reference to Imperial Defence is not at all far removed from being a foregone practical conclusion. It was this fatal tendency to hasty assumption—or presumption—which, offensively demonstrated, lost us our American colonies, and it is strange that it should still exist anywhere, for our statesmen are careful to afford it no sort of countenance. Nor have the Colonies of late given us much reason to believe that they regard the ideas of the Motherland on the subject of Imperial Defence as beyond the reach of controversy or protest. On the contrary, it has been borne in upon every careful student of Imperial questions with increased force since the commencement of the war that, with a broader acceptance of Imperial responsibilities on the part of the Colonies, there has grown up a yet more vigorous independence of thought, coupled with a distinct disposition to criticise and even, occasionally, to object.

By sensible persons this attitude has been welcomed, for the class of partner Great Britain now wants in the maintenance of the Empire is emphatically not the partner who will merely write a cheque and say "Spend this as you please, but don't worry me about details." In military matters, at any rate, our home methods have not proved so far beyond the reach of criticism—so entirely unobjectionable—that we can contemplate with complete satisfaction the defence of the whole Empire on Pall Mall principles. There is ample room, then, for gratification in the thought that, outside the intellectual and official processes which have given such masterpieces as, for example, our remount system, we may expect, for the future, bright and vigorous co-operation on the part of the Colonies in all that relates to military Greater Britain. Those who study Colonial papers and literature are further aware that, in such matters, the Younger Nations display a freshness of conception and a clearness of comprehension which are not too conspicuous in the treatment of military subjects even in the home Service press. Colonial arguments may lack polish and roundness, but, rough and angular as they may seem, they have a habit of "getting there" which in real life has been forcibly exemplified by the behaviour of the small parties from Colonial contingents when acting independently against the Boers.

But, while the fact that the Colonies may have views of their own on the subject of Imperial Defence should prove no bar to the conduct of absolutely friendly and practical

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negotiations between them and us as to our relative shares in the Imperial partnership, it is a serious difficulty in the way of anything like a cut-and-dried scheme. Where one Colony may acquiesce another may hold out, where one is inclined to continue a system of general reliance upon home country counsels another will inevitably be found prepared with a cut-and-dried scheme of its own. Even the Admiralty, secure in the proud consciousness of an acknowledged efficiency, and a magnificent record of departmental success, is beginning to awaken to the fact that it can no longer expect the greater Colonies to continue unquestioningly the old system of letting the Mother Country provide them with ships, officers, and men, on payment of a settled contribution. After having been thanked, as they very rightly have been, for their splendid military support in South Africa, and after the encomium passed by the highest authorities on the goodness of the material they supplied, notably in the way of "men who could shoot and ride," some of the Younger Nations, at any rate, will, we may be sure, have modifications to offer of Mr. Brodrick's scheme, whatever it is. Nor will any but a most tactful policy of give-and-take prove in the least likely of all-round acceptance, either to the Colonial statesmen who are about to visit us, or to the strong and independent aggregations of public opinion which they represent.

It stands, then, to reason that any too precise discussion of concrete schemes of Imperial Defence is not only wholly premature, but to a large extent foolish. To talk of hard-and-fast Colonial organisations mustering so many officers, men, horses, and guns is especially absurd, because it is unnecessary, just as it is unnecessary for us at home to be always counting on our fingers the exact number of men whom we ourselves could put in the field in the event of a Continental war. Up to a certain point organisation is essential, but beyond that point it becomes with us a little dangerous, because the passion for paper arithmetic leads us into reckoning all sorts of vague factors as real ones. Apart from the enormous practical difficulties in the way of any homogeneous and accurate system of organisation for Imperial Defence—the mere question of varying rates of pay is in itself a terribly complicated one—it is obvious that the real strength of the British Empire will always lie in that generally hidden reserve of national character of which we have had an inkling in the course of the war, and the full significance of which can only be revealed by much more tremendous emergencies. Within the limits of that great undefined power much may be done by organisation, but, so far as our Colonies are concerned, that organisation must be in every sense elastic, and probably no one knows this better than Mr. Brodrick himself. By all means let us not only dream about an Imperial Army, but, setting about making sure that we shall have one if occasion arises, do not let us begin at the wrong end.

What the Empire wants in the first place is a sufficiency of men who have had a pretty uniform training, and it is to this uniformity of training that we ought to look before we seek to inoculate the Colonies with a yearning for plethoric staffs and other beauties of higher organisation. The knowledge that the outbreak of a war in which the whole interests of the Empire were involved would bring us relay upon relay, not only of such fine fellows as the Colonies are even now sending out to South Africa, but of trained officers and men who would, if necessary, be honourably interchangeable with our own regulars in any Continental conflict, would be of genuine Imperial significance. On such a stock as that it would not be difficult to graft any organisation that may seem desirable, but the Imperialism would not lie in the grafting. It would lie in the sensible distribution of responsibility, in doing ourselves what we have learnt by long and costly experience to do better than the Colonies can learn to do at short notice, and in asking them to do not much more than level up their glorious material to the standard of discipline and training which much of it has already attained.

AUSTRALIA'S LATEST CONTINGENT.

IN the splendid record of Colonial loyalty in connection with the war there have been several surprises for those who were disposed to view the sending of the various contingents with cynicism and in a spirit of gloomy prophecy. There were some who thought that, after the first enthusiasm had died away, there would be some difficulty in getting the Colonies to show much further interest in the matter; others were quite sure that, as soon as the fighting became less frequent, Colonials would be far more chary of giving up a decent living in Canada or Australia in order to rough it on the veldt, with plenty of privation and slender hope of glory; while a third section scoffed at the idea that those who had had one taste of South African campaigning under Imperial generals would "ask for more." All these forecasts and assumptions and attempts at ridicule have, it is needless to say, been completely upset by the actual result, a very striking indication of which is illustrated by the accompanying two pictures.

The latest Australian Contingent is distinctly a picked body, being, in fact, a very small proportion of what would have been available had the offer of service been at all a general one. In the enrolment of this contingent preference was, in the first instance, given to officers and men who had previously served in South Africa, and a number of these immediately offered themselves, just as they did the other day in Canada. As has been previously remarked in this journal, there cannot be anything very seriously wrong with a military system which appeals even to Colonial offshoots in this fashion. The fact that, after serving with the Imperial troops in one phase of a most trying campaign, these level-headed Australians and Canadians should want to repeat the dose, is a credit to them in the first instance, but, incidentally, it is pretty good testimony to the inherent goodness and soundness of the British Army.

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GETTING READY FOR THE VOYAGE.

New South Wales and Queensland Companies in camp near Sydney.

Apart from this question of re-engagement, the enthusiasm in Australia was still sufficiently warm to render it necessary to make a carefully proportioned distribution of companies forming the new contingent among the various States. Thus New South Wales and Victoria each contribute six companies, while Queensland and South Australia contribute two each, and Tasmania and Western Australia one each, the calculation being on a basis of respective populations. The strength of each company is 121 officers and men, and the eighteen companies are organised in four battalions, two of five companies and two of four companies each. The total contingent thus numbers about 2,200 men, and, together with the eighth New Zealand Contingent, brings up the aggregate of officers and men despatched to South Africa from Australasia to about 19,000.

A BATTALION COMMANDANT.

Colonel Lyster, commanding the 1st Battalion of the new contingent.

One of our illustrations shows a battalion of the latest Australian Contingent in camp at Paddington, near Sydney. This battalion consists of three companies of New South Wales troops and one of Queenslanders, and it is commanded by Lieutenant-Colonel J. S. Lyster, one of the most popular officers of the Queensland Defence Force, the Second-in-Command being Major J. H. A. Lee, of New South Wales. We give a snap-shot of Colonel Lyster, who, it may be mentioned, was formerly in the Highland Light Infantry, and has had a wide experience of Colonial military service both regimentally and as an officer of the Queensland Headquarters Staff.

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TAMMERS' DUEL.

By K. & HESKETH PRICHARD.

"STAND TO YOUR WORK AND BE WISE—CERTAIN OF SWORD AND OF PEN,
WHO ARE NEITHER CHILDREN NOR GODS, BUT MEN IN A WORLD OF MEN."

SYNOPSIS.

THE writer, Mr. Anson, meets Tammers at the Hotel Soleil Levant, St. Helier's, Jersey. Tammers has knocked about the world a good deal and made a fortune, which he is now engaged in enjoying. Anson meets an old friend, Major Algar, and later hears two foreigners discussing a duel. One of these gentlemen has evidently been forced to leave France on account of the scandal attaching to the duel. During dinner at the hotel, Tammers expresses his views on duelling and gives a very decided opinion about the duel fought lately in France, where a young Englishman, who knew nothing of fencing, had been killed by a noted duellist, Count Julowski. One of the foreigners resents this amid general consternation. Julowski is reported to be as deadly a shot as he is a swordsman, and the chances are that he will challenge Tammers. The captain of the steamer from France explains that the foreigner is Count Julowski himself; that he is the hero of forty-nine duels and a most dangerous antagonist; and is further of opinion that Tammers must fight him. The Count sends a challenge, and Tammers agrees to fight him three days later, Anson involuntarily becoming his second. The Count's second wishes the duel to take place on the following morning, and hints that the sooner it comes off the better. He also suggests pistols as the weapons. Anson seeks Tammers to arrange these points, but finds he has gone to bed and cannot be aroused. De Boivet, the Count's second, receives this news with contempt. In the morning Anson discovers to his dismay that Tammers has left in the mail-steamer for England, and the captain of the French boat openly derides the idea of his returning to fight the duel on Friday morning. De Boivet, on hearing of Tammers' departure from Jersey, openly sneers, and hints that Anson has been left in the lurch, and that Tammers will not return to fight. Major Algar appears to think much the same, but Anson sticks to believing he will appear in time for the duel on Friday. On Thursday morning the police arrive to arrest the Count and De Boivet, who accuse Anson of having given information to the authorities. They are just about to be taken away in arrest when Tammers appears, having just returned from England by the steamer, and endeavours to have them released. Finding this impossible, he drives to the Constable of St. Helier's, and in an interview convinces him that no quarrel exists, whereupon the Count and De Boivet are released. Tammers is introduced to Major Algar, and states that his choice of weapon for the duel is the assegai, his journey to England having been undertaken for the express purpose of getting a couple. This determination is conveyed to De Boivet, who ridicules the idea, but promises to notify the same to Count Julowski.

CHAPTER XIII.

TAMMERS' ULTIMATUM.

BY this time my attention had been drawn in another direction. De Boivet was standing below the balcony and gazing idly at the shipping. There was a discernible change in his attitude and bearing which I could not define. He glanced back over his shoulder and made a slight sign to me.

"Looks a bit crumpled, somehow—that Frenchman," remarked Tammers, going as usual to the root of the matter.

"Well, monsieur," I said to De Boivet as I joined him, "have we arranged everything to your satisfaction?"

"M. le Comte desires me to say that he will abide by the code of honour, but that he is entitled to decline the encounter which M. Tammaire has had the extraordinarily bad taste to suggest," replied the little man, largely. "He will not stoop to use the weapon of a savage."

"You mean the Count won't fight," said I.

De Boivet swelled an inch or two.

"I have already said that M. le Comte will not consent to degrade himself by countenancing a departure from the ordinary laws of duelling such as your principal has had the audacity to propose to him," he repeated. "I am sorry to be obliged to carry such a message to you, monsieur, with whom my relations have all through this deplorable affair been most charming, but duty to M. le Comte forces me to do so."

I passed over this polite apology and remarked:

"That comes to much the same thing; doesn't it?"

"On the contrary, the Count is prepared to give any reasonable satisfaction, but——"

"He won't fight."

"He cannot consent to this proposal," amended De Boivet.

"All right," I returned, "I will see what Mr. Tammers has to say about that."

All this time Tammers in a felt hat had been sitting on a reclining chair, his square-toed boots on the balcony railings, while he watched us with interest. He came back into the room to meet me.

"What's he got to say for himself?" he asked.

"The Count won't fight," I answered.

"Not fight me!" exclaimed Tammers.

"Not with assegais."

"He must! Look here, Anson, he'll have to fight!"

"Personally, I think you are well out of it. It might have ended very differently."

"It'll have to end differently!" retorted Tammers, not noticing my suggestion. "I'd go and reason the matter out with the Count myself if it was proper, you know."

Tammers' determination to abide strictly by duelling etiquette was almost pathetic.

"What's come over the man?" enquired Tammers again; "he's been rabid to fight up to this."

"He declines to fight with assegais; he considers them degrading."

"He doesn't like them," said Tammers; "that's the English of it! Logically that Count will have to fight."

"How, and why?"

"I remember Pluvitt mentioning that there had not been a duel in Jersey for the last couple of hundred years or so. Well, then, we can't follow the custom of this country."

"You could," I said; "you need not fight at all, you know."

But Tammers put aside my hint as unworthy.

"In duels, I'm told, you follow the fashion of the country you happen to be in. If there isn't any custom, the way's as simple as sneezing—you just make one. That's what I'm doing. See?"

I said I saw, but that he couldn't make the Count fight according to any fashion he chose to inaugurate.

"I'm not inaugurating at all," he contended. "As I told you this afternoon, I'm following the Count's system as far as I can. There are general laws which are the same everywhere. One of these gives the choice of weapons to the chap who is challenged. That's a corner log of every code, and so it's just one of those points he can't take objection to. Can't you make him see it in that light? You're the man to do it; you're my second, you know."

I acknowledged that this was so, but if the Count absolutely refused to fight with assegais I doubted my own ability to force him to do so.

Tammers crushed his felt hat into many shapes, thinking thoughts of blood in the waning afternoon.

"That's so," he conceded, sorrowfully, at length; "I wish we'd had a military man attached to this affair!"

I expressed my readiness to resign in Algar's favour.

"No, no! You've stuck to me, and I'll stick to you!" he exclaimed, generously.

I meekly intimated that I was aware of my shortcomings, and would not feel in the least degree slighted if I were left out of the running.

"Now that's where you make your mistake," returned Tammers, encouragingly; "the Colonel told me that you were the right man in the right place."

This failed to give me the support Tammers intended. The affair of the duel had begun with the promise of a tragedy, then the air cleared and we seemed about to witness a comedy. For my own part, though I was not anxious to see it turn into a tragedy again, I wanted the Count to be abased, and felt no little disappointment at his probable escape.

Presently Tammers proposed a stroll upon the pier to give us an appetite for dinner. I walked with him in silence,

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for I could see that his mind was working cautiously and tenaciously about the question.

At the pier-head we met Algar with his perpetual cigar.

"How are things going?" he enquired, as we came up to him.

Tammers shook his head dejectedly and passed on.

"Something gone wrong?" asked Algar.

I smiled.

"The Count won't fight!"

"What?" roared Algar, delighted. "Tammers has got him in his own trap. Oh, great is Tammers!"

"Yes, he declines to meet Tammers with assegais. But," I added, "I should think his sword-practice and the resulting suppleness would stand him in good stead even with assegais."

Algar listened to my opinion and laughed again. I felt that in my present *rôle* I afforded Algar a quite uncalled-for amount of amusement.

"That is as it may be," he returned. "And now what steps are you going to take?"

"Tammers thinks it's part of my duty as his second to bring Julowski up to the scratch," I replied.

"LOOKS A BIT CRUMPLED—THAT FRENCHMAN," REMARKED TAMMERS.

"Don't touch it, man, don't touch it!" exclaimed Algar. "Leave it all to Tammers. You'll spoil a really first-class thing if you meddle in it with your commonplace ideas. A new and unprejudiced mind brought to bear on an old problem often seizes on some hitherto unaccounted point. So far that is precisely what your friend has done. I've never heard of anyone running a duel quite on these lines. It's magnificent!"

"If I was to do right I should persuade him to let the quarrel drop. He is well out of it."

"Leave it alone, my dear Anson, leave it alone! Don't destroy one of the very last novelties this poor old world is destined to enjoy. Of course it always has been, and always will be, nasty for the man who comes out second best in anything, especially perhaps a duel. The chances are all against Tammers—my only ground of hope is that there is nothing second-rate about him."

I raised my eyebrows.

"What? I live to hear you say that?"

"Yes! Tammers is a gentleman."

"I say, Colonel," began Tammers, strolling back to us, "that Count says assegais are degrading weapons to fight with. He says they aren't civilised!"

"I daresay he does!" was Algar's comment.

"That's a very poor sort of excuse," continued Tammers; "it doesn't matter what the weapon is—it all depends upon the man behind it."

"I thoroughly agree with you." Algar beamed on him. "And what do you think of doing now?"

"My friend, Mr. Anson, here," replied Tammers, "told me the other day that a Frenchman disliked being killed, but he abhorred being kicked."

"Very neat indeed, Anson," murmured Algar with the tail of his eye upon Tammers, who was working up to a decision.

"Don't you think, now, that under the circumstances I might ask Mr. Anson to mention to Mr. de Boivet that I had some notion of trying which the Count preferred?"

Algar coughed and looked at me.

But I was not going to be behindhand with my principal at that time of day. I dropped off the wall on which I had seated myself and stated that I was ready.

"I'm indebted to you, Anson," said Tammers, gratefully. "You see, it's now after six o'clock, and there are not many hours left to make him see reason in. I'd be obliged to you if you'd tell Mr. de Boivet that this is the way I look at it. I've lived in Africa most of my life, the same as the Count has lived in Europe. If a sword is his natural weapon, an assegai's mine. And say that my views are as strong as nose-rings. See?"

I said I had not the least doubt as to the strength of his views, but that they had nothing whatever to do with making the Count fight.

"You're off the track there; they have!" said Tammers, clinching the argument in his usual way with an assertion. "Say that I'll be glad to go into the matter of duelling again to-night at dinner with the Count. I should be sorry to hurt his feelings, but in that case he must be prepared to admit the correctness of my views; he'll have to grovel—tell him that."

Tammers was evolving the situation.

"He'll never do it!" I exclaimed.

"He's got to make it straight one way or the other by eight o'clock to-night, or I'll let him have the soundest kicking one of his nation ever had!"

This was clearly Tammers' ultimatum.

"And pay five pounds for assault," put in Algar, who was enjoying himself enormously.

"Colonel," said Tammers, feelingly, "it would be a pure pleasure to pay it."

"Faith, I'd pay double the money myself even to see it!" exclaimed Algar.

"I think somehow he'll fight," observed Tammers, softly.

And as I walked away I began to believe he would.

(To be continued.)

ANSWERS TO CORRESPONDENTS.

"FRAOCH."—An adjutant and a regimental adjutant are synonymous terms. He is an officer appointed to each regiment to assist the commanding officer in the execution of all details of duty and discipline. He should be an officer of active habits, of keen sight, a good rider, and above all a good drill. Much of his time should be spent on the parade ground in the drilling of recruits and all duties tending to the discipline and setting up of his regiment. He inspects all escorts and guards, issues and receives orders from the commanding officer to companies, and promulgates to the regiment in general all orders he may receive. He is accountable to the commanding officer for the correctness of the regimental books, and is bound to bring to his notice all infractions of rules or orders. An adjutant holds the rank of lieutenant or captain, and, according to the King's Regulations, no officer is eligible for the appointment who has not obtained a first-class certificate at the School of Musketry, unless the regiment is on service abroad, and even then under certain restrictions. At the depôt of a regiment there is always an officer acting as adjutant. In the Artillery an adjutant, generally of the rank of captain, is appointed to each brigade of Artillery and to divisions of two or more batteries detached from their headquarters. You ask whether adjutants fight. Adjutants, like other officers, go into action. You must not confuse adjutants with deputy-assistant-adjutant-generals, who are staff officers, and have very different duties to perform.

* * * *

"CAPELLANUS."—The flag-ship of the Guinea Fleet, commanded by Prince Rupert in October, 1664, was the "Henrietta," a third rate, of sixty guns, 781 tons, and 380 men, one of Blake's old ships, the "Langport," renamed at the Restoration. Relates Pepys in his diary for 1664: "August 31, Prince Rupert I hear this day is to go to command this Fleet going to Guinny against the Dutch. . . . September 5, with the Duke; where all our discourse of war in the highest measure. Prince Rupert was with us; who is fitting himself to go to sea in the 'Henevetta.' And afterwards I met him and Mr. Gray and says he: 'I can answer but for one ship, and in that I will do my part; for it is not in that as in the Army, where a man can command everything.'" The squadron put to sea, but was recalled before it was clear of the Channel, owing to authentic reports just received of the threatening nature of the Dutch Naval preparations for immediate war, and that De Ruyter would be at sea with the full force of the Fleet of Holland within ten days.

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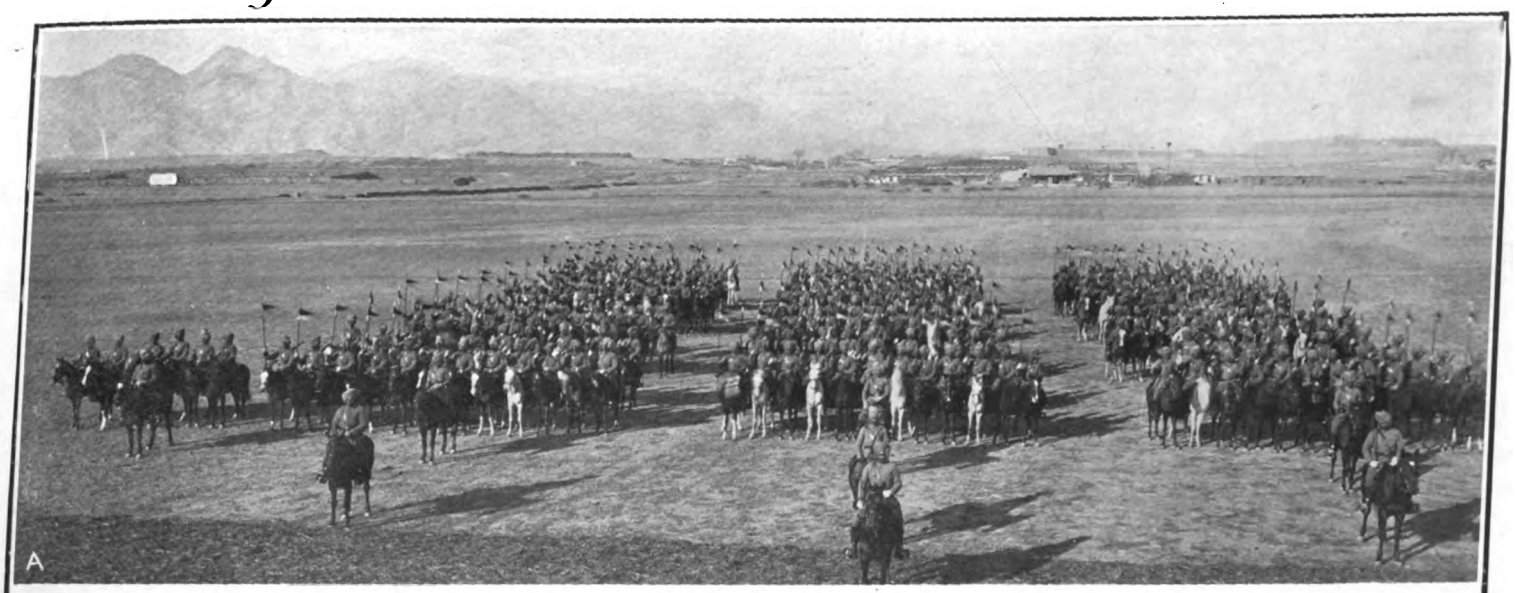
THE JODHPUR LANCERS IN CHINA.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A REMINISCENCE OF NORTHERN SERVICE.

A.—Jodhpur Lancers on the parade ground in front of Fort B, Shan-hai-Kwan. *B.—Sir Pertab Singh and some of his staff at Shan-hai-Kwan.* *C.—Gateway of Fort B occupied by the Jodhpur Lancers at Shan-hai-Kwan.* *D.—The officers of the Jodhpur Lancers—Sitting: Capt. Alexander, S.S.O., Capt. Hughes, S.S.O., Capt. Pinchard, J.M.S., and "Bhawar" Amer Singh. Standing: Maharaj Akhi Singh, Japanese Interpreter, Maj. Turner, S.S.O., Maharaj Sir Pertab Singh, "Thakur" Hari Singh, and "Thakur" Lakhtawar Singh. The Jodhpur Lancers were stationed at Shan-hai-Kwan, on the coast of China, north of Taku, during the Boxer outbreak. They are Imperial Service Troops, belonging to the Maharajah of Jodhpur, and commanded by Sir Pertab Singh, uncle of the Maharajah. When on service European officers are attached to the regiment.*

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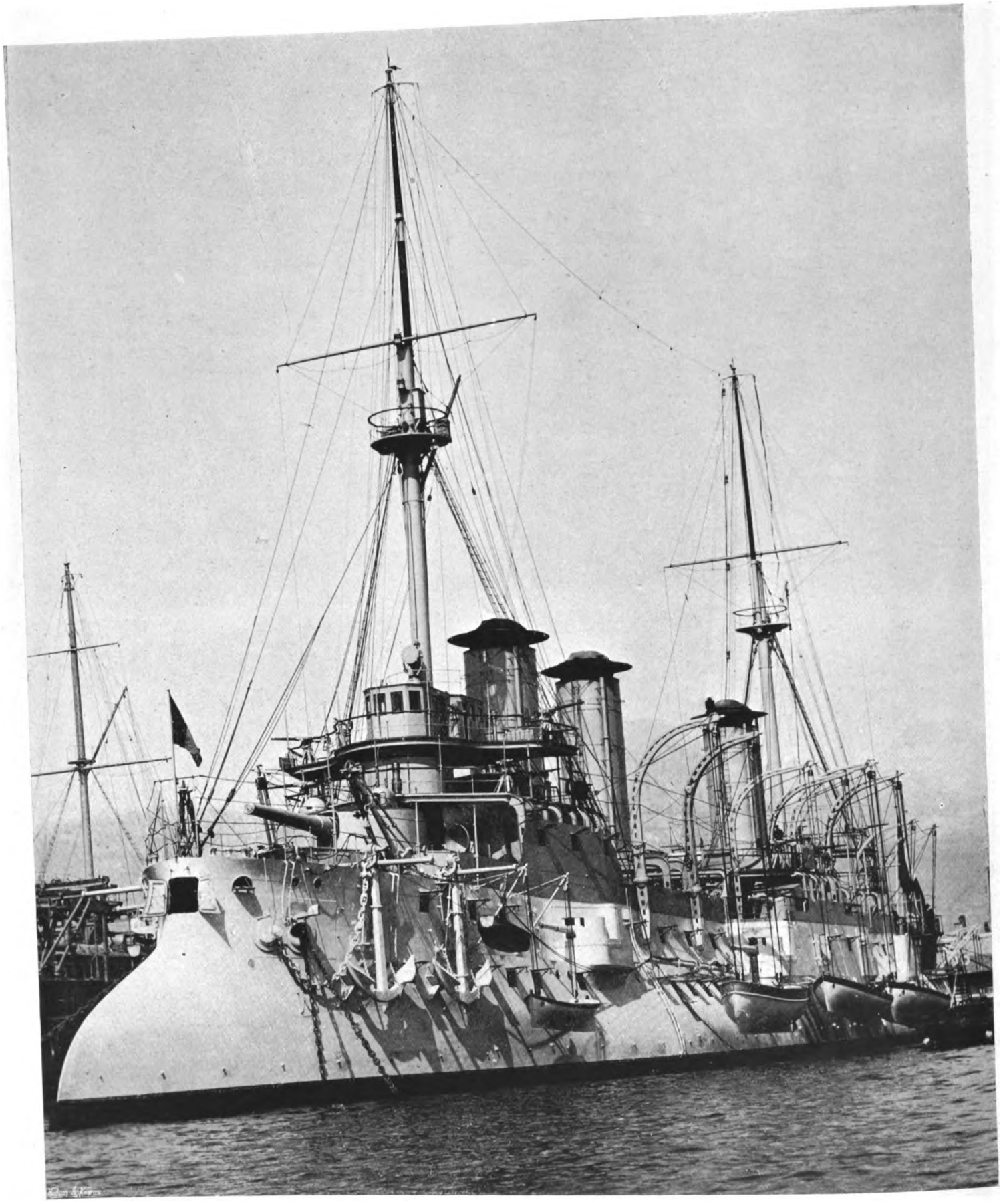
TYPES OF THE

FRANCE.



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THE ARMOURED CRUISER "D'ENTRECASTEAUX."

The "d'Entrecasteaux" is one of the finest French first-class cruisers, having been laid down on June 28, 1894, at La Seyne, and launched nearly two years later. Built of steel, sheathed and coppered, her displacement is 8,114 tons, but while her indicated horse-power is 13,500, and her estimated speed 19·5 knots, at her trials the highest speed attained was 19·2 knots. Her length is 393-ft. 6-in. (water-line), her beam 58-ft. 6-in., and her mean draught 23-ft. 7-in. She is well but lightly protected, her turret armour being 9·8-in. thick. Her armament consists of two 9·4-in. breech-loaders, electrically manœuvred in fore and aft turrets, twelve 5·5-in. quick-firers, six 1-pounder Maxims, and six torpedo-tubes, two submerged.

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THE WORLD'S FLEETS.

GERMANY.

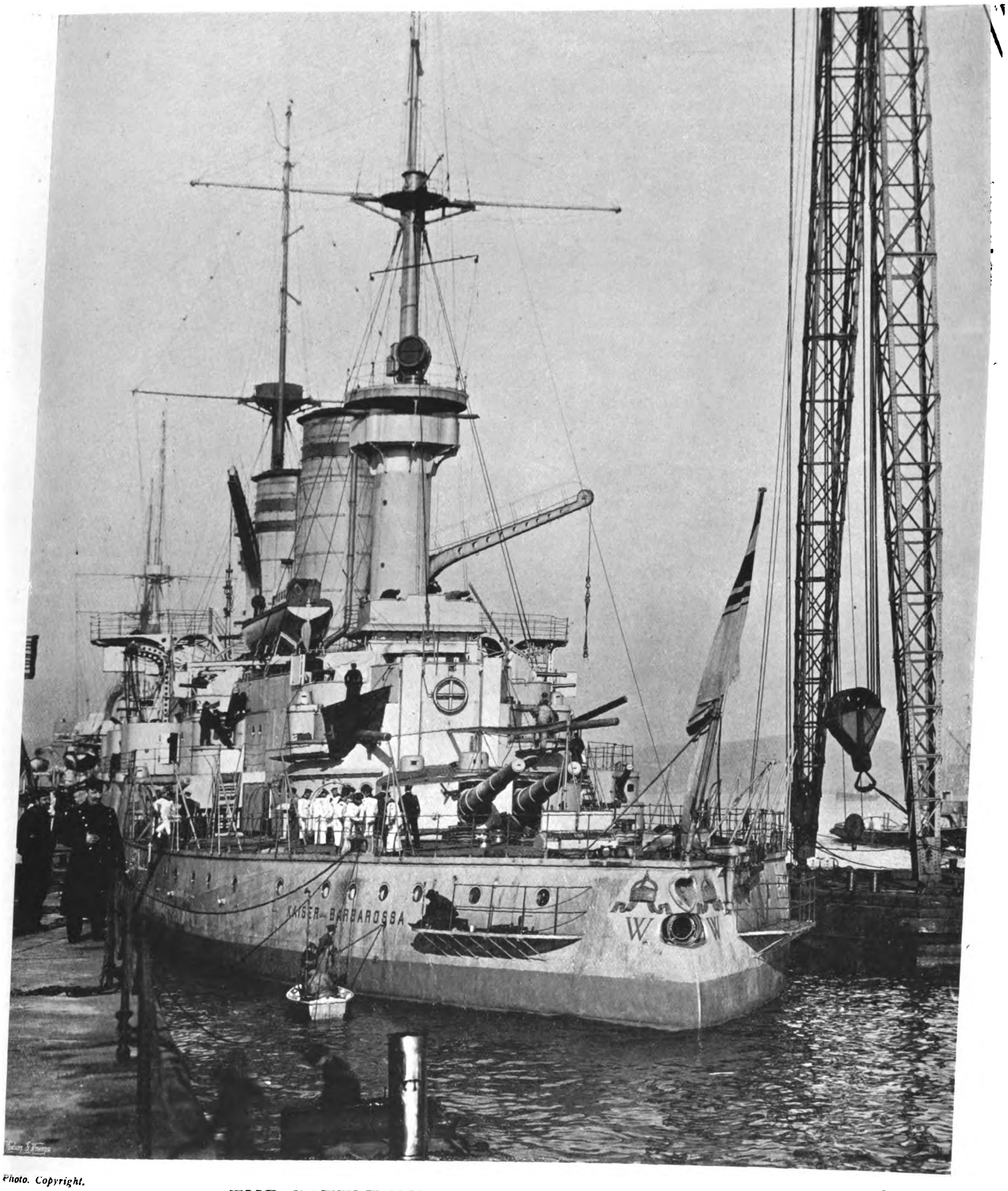

Photo. Copyright. *Renard, Kiel.*

THE BATTLE-SHIP "KAISER BARBAROSSA."

The "Kaiser Barbarossa" is one of the "Kaiser" class of German battle-ships, her sister ships being "Kaiser Friederich III.," "Kaiser Wilhelm II.," "Kaiser Wilhelm der Grosse," and "Kaiser Karl der Grosse," and is the most recent of the type, having been launched at Dantzic on April 24, 1900. The length of the ship is 377-ft., with a 66-ft. beam, while the mean draught is 25-ft. 9-in. The "Kaiser Barbarossa" is fitted with a combination of cylindrical and Thornycroft water-tube boilers. The armour is principally of Krupp steel; the casements are provided with 6-in. armour, and the turrets with 10-in. The armament consists of 9·4-in. breech-loaders, 5·9-in. quick-firers, 3·4-in. quick-firers, and 1-pounders revolving. There are six torpedo-tubes—one 21-in. and five 18-in., four being submerged.

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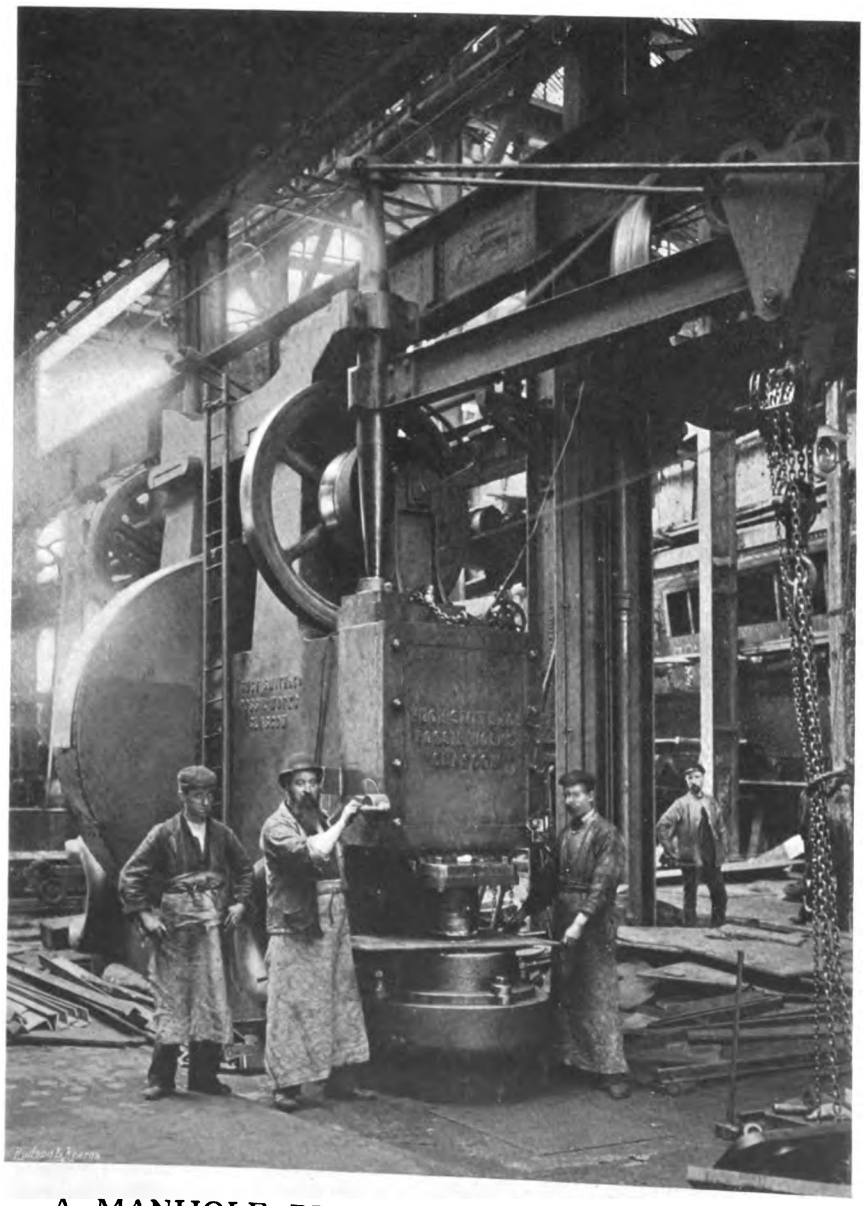
THE ROYAL DOCKYARDS.

By JOHN LEYLAND.

Chatham.—I.

SURPRISE has been expressed by certain writers that an important dockyard should exist in a place so little adapted by nature for the purpose as Chatham. The Medway is shallow, with a strong tide, and pursues a winding course through mud-flats, while in old times its channel was dangerous owing to shoals. The river-bed had to be deepened in order that the establishment might accommodate our modern leviathans, and the docks and basins depicted in the illustrations will suggest that a great work must have been accomplished in that direction. The true reason for the rise of Chatham as a Naval centre was the relative proximity of the place to London, and the facility of access by water. The same cause gave its importance to Deptford, which, in the reign of Henry VIII., was the principal Naval yard, and long continued so, although, judged by the expenses of maintenance, Chatham may have been more important even in Elizabeth's time. In 1589, including the charges for building a new storehouse, the costs were £1,774, while the outlay at Deptford was £266, at Woolwich £12, and at Portsmouth £64. Greater charges for Chatham were also found in 1591, and Peter Buck, Clerk of the Cheque there, had £40 a year, while the chief clerks of Deptford and Portsmouth had only £20 each.

There had been facilities for careening ships on the protected mud-banks of the Medway in earlier times, and when Henry VIII. was threatened with a combination between France and the Empire, he set about fortifying



A MANHOLE PLATE PUNCHING MACHINE.

Will punch a hole of 23-in.

From Photos. specially taken for "Navy & Army Illustrated."

ADMIRALTY HOUSE.

The residence of the Admiral Superintendent.

important places, including Queenborough, near the mouth of the river. Upnor Castle, on the Medway, dates from Elizabeth's reign.

Whatever convenience there might have been for repairing ships at Chatham in early days, the dockyard was founded by that Queen on the site of the present gun-wharf, the establishment being transferred to the present site about the year 1622. Elizabeth herself paid a visit to the place in 1573, and Camden describes the dockyard as "stored for the finest fleet the sun ever beheld, and ready at a minute's warning, built lately by our most gracious Sovereign Elizabeth at great expense for the security of her subjects and the terror of her enemies, with a fort on the shore for its defence."

In the Spanish wars of the time it was customary for ships to lie in reserve at Chatham, and Hawkins threw a chain across the river for protection. Burough, writing in 1588, concerning four great ships then at Queenborough, refers to the repairing and fitting facilities at the port—"which ships we are to bring up to Chatham, as soon as we can, and then to ground them, and make them ready, as we shall be appointed." Howard, writing to Walsingham on this business, lost hope of seeing those ships on active service, and what he says is worth quoting as illustrating the sound views common with the seamen of that age: "If things fall out as it is most likeliest, they shall be to keep Chatham Church, when they should serve the turn abroad. I protest before God, I speak not for myself any ways, but for her Majesty's service and surety; for whensoever they should come, I mean not to change out of her I am in (the 'Arc Ralegh') for any ship that ever was made." In 1586, twenty-five ships were laid up at Chatham under the care of 202 men, and the port was a chief base for the Navy at the time. In 1596, when the Spaniards were at Calais, ships were at Chatham for the protection of home waters, and the fleet was brought round there after the Cadiz expedition, and the port was constantly used up to the conclusion of the war.

The Naval importance of Chatham is shown by the institution of the Chatham Chest by Hawkins, Drake, and others, in 1590, for the relief and support of injured or disabled sailors. The seamen were generously minded after 1588, and a contribution of sixpence a month from able seamen, and fourpence from ordinary seamen, with threepence for boys, was mulcted from their wages. It was stated that by their service at sea "masters, mariners, shipwrights, and seafaring men, by reason of hurts and maims received in the service, were driven into great poverty, extremities, and want, to their great discouragement." Every visible precaution was

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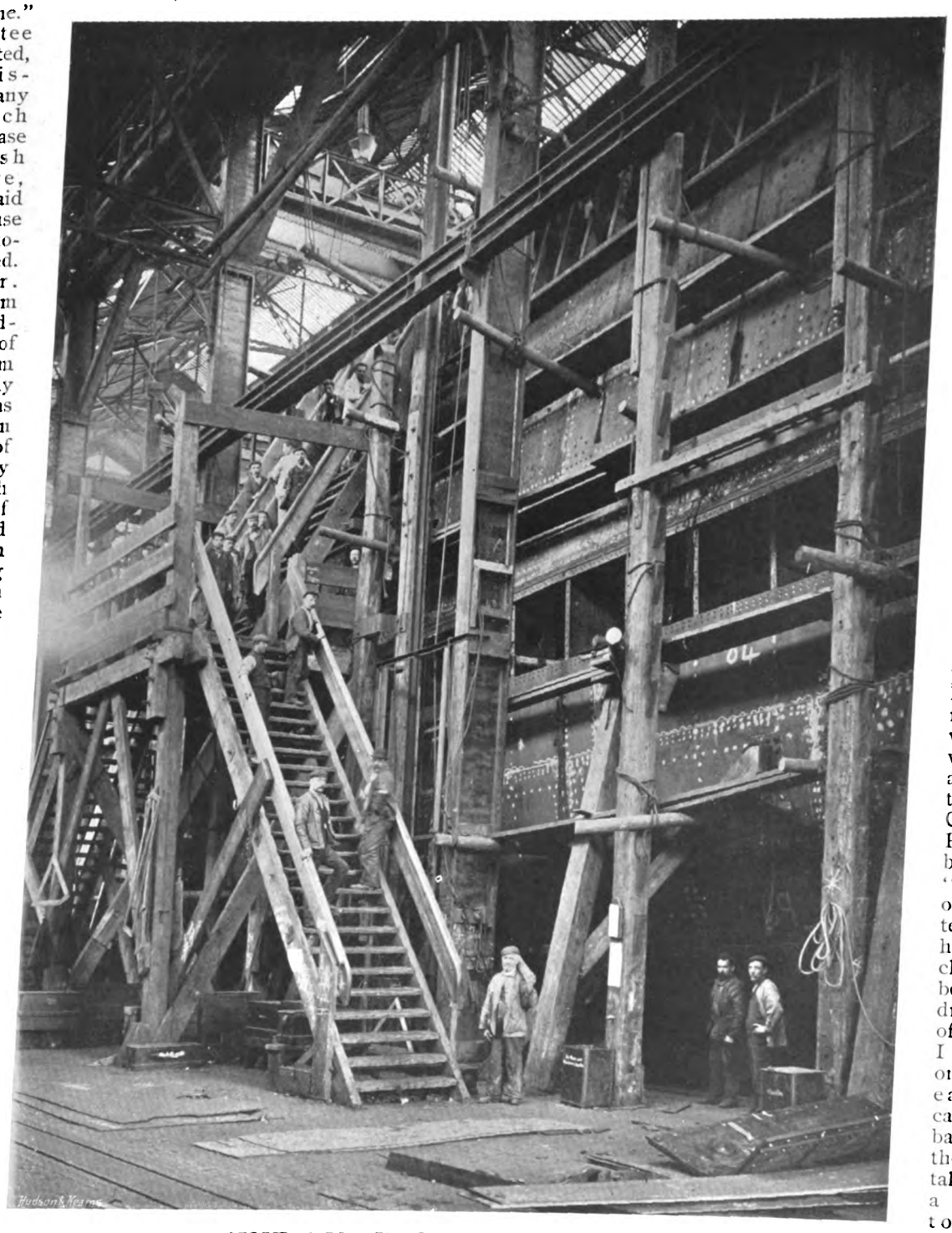
taken for the safe custody of the money, and in 1625 an iron chest with five locks was ordered for the purpose, the keys to be kept by five representative officers of different grades, who could only open it when together, and who were to be changed every twelve months. The chest still exists in Greenwich Hospital, where it was placed by the Admiralty in 1846. Notwithstanding all safeguards, however, there were great leakages. The very year after the chest was bought, Russell, Treasurer of the Navy, took £2,600 out of it to pay wages, and the sum abstracted was slowly restored, but there is the best reason to believe that the chest suffered very heavily from malversation of money. Pepys was anxious about the state of affairs in 1662. He was informed that the fund had been much abused, and that it would be a meritorious act to look after it, "which I am resolved to do, if God bless me."

A committee was appointed, and he discovered many things which did not please him. Fresh rules were, therefore, laid down, but abuse was not altogether checked. Yet, as Mr. Oppenheim says, the administration of the Chatham Chest in early Stuart times was undoubtedly in a condition of ideal purity compared with the depths of organised infamy to which it sank during the eigtheenth century. The chest continued to exist under varying regulations until 1803, when it was transferred to the Directors of the Chest at Greenwich and practically became a part of the relief fund of Greenwich Hospital.

James I. took much interest in Chatham, and visited it in 1606 with King Christian of Denmark and many noblemen, being received with a great salute, and they dined on board one of the ships. The growing importance of the place was marked by the fact that in 1619 and 1620 it obtained two mast docks, and that much additional ground was bought, on which a dock, storehouse, and various brick and lime kilns might be erected. Another dock was in hand in 1623, in which year Hawkins's chain was replaced by a boom of masts, iron, cordage, and the hulls of two ships, and two pinnaces. This defensive arrangement was further improved about 1645. Two of Elizabeth's ships, the "Garland," of 1590, and the "Mary Rose," of 1589, had been used in the construction of a wharf.

The early officers of the establishment were interesting personages. Phineas Pett, the great shipbuilder, was appointed keeper of the plank-yard in 1600, and assistant to the master shipwright in 1601. Four years later he became himself one of the King's master shipwrights, and was the designer of the famous "Prince Royal," and in 1630 he was appointed assistant to the Principal Officers and Commissioners of the Navy, to reside at Chatham, and he died there in 1647. His son Peter succeeded him in 1647 or 1648, but was removed from his office of commissioner in 1667, owing to the blame cast upon him in regard to the success of the Dutch fleet in the Medway. Sir John Cox, who fought in the four days' action with the Dutch in June, 1666, and was killed in the battle of Solebay in 1672, was appointed resident commissioner at Chatham in 1669. Another Pett, Sir Phineas, grandnephew of the first commissioner at Chatham, was appointed master shipwright at the yard in July, 1660. He was dismissed a few years later for misbehaviour in office, but was restored to favour, became a member of the Navy Board, was transferred to Chatham again in 1686, and was dismissed for political reasons in 1689.



THE BUILDING OF THE SHIP.

A battle-ship receiving her skin plating.

From a photo. specially taken for "Navy & Army Illustrated."

The pages of Pepys are full of interesting matter concerning Chatham Dockyard. On July 11, 1663, he writes: "By barge to St. Mary's Creek, where Commissioner Pett (doubtful of the growing greatness of Portsmouth by the finding of those creeks there) do design a wet dock at no great charge, and yet no little one; he thinks towards £10,000. And the place indeed is likely to be a very fit place when the king hath money to do it with." Pepys was at Chatham again, viewing the yard with Commissioner Pett, on October 2, 1665. "And among other things, a team of four horses come close by us, he being with me, drawing a piece of timber, that I am confident one man could easily have carried upon his back. I made the horses be taken away, and a man or two to take the timber away with their hands." Pepys did not entirely trust Pett, and the disgrace of the Commissioner came with the Dutch raid of 1667. De Ruyter's detached squadron attacked Sheerness, and took it, creating a panic in London, and orders were given to sink ships in the river, with the intention of blocking the channel to Chatham, but on June 12 De Ruyter advanced up the Medway, passed Upnor Castle with little opposition, and attacked a number of our ships lying above that point. These were given to the flames, and some of the finest vessels in the Navy, including the "Royal James," 82, the "Loyal London," 90, and the "Royal Oak," 76, perished, while the "Royal Charles," 90, was captured and carried off. Thus, at Chatham, befel one of the most humiliating incidents in all our Naval history. On the last day of the gloomy month, Pepys was there and heard that

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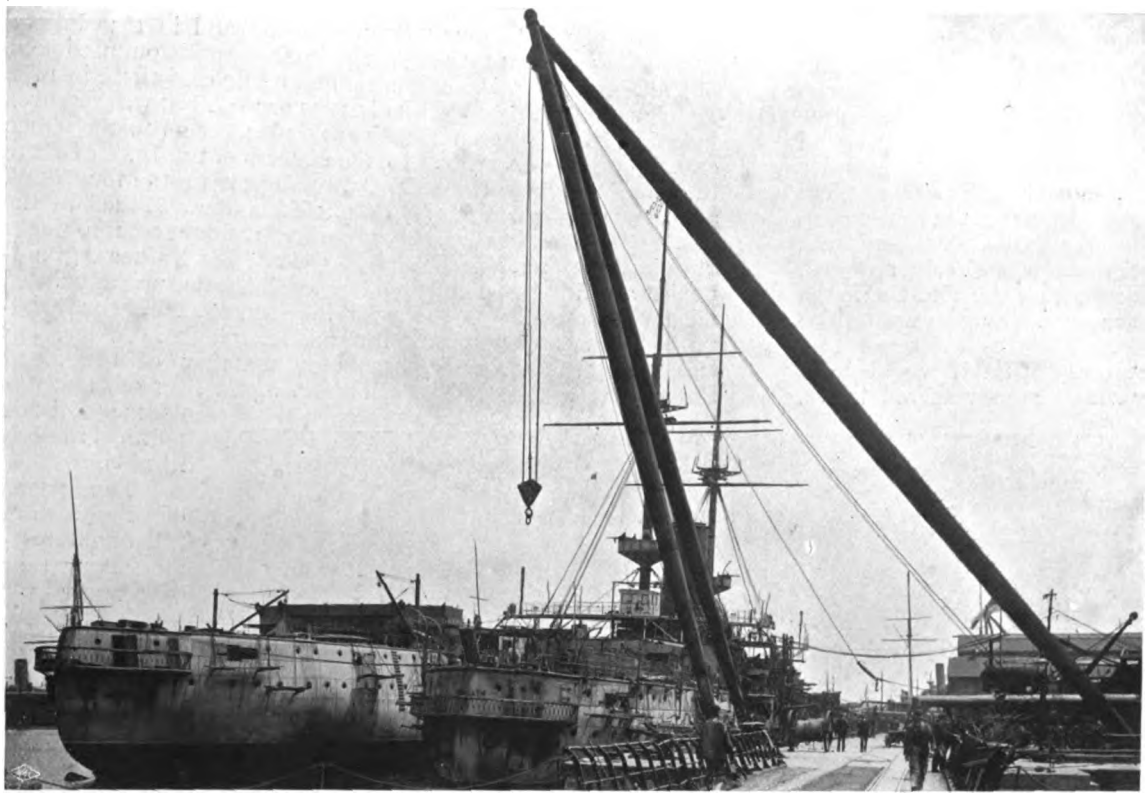
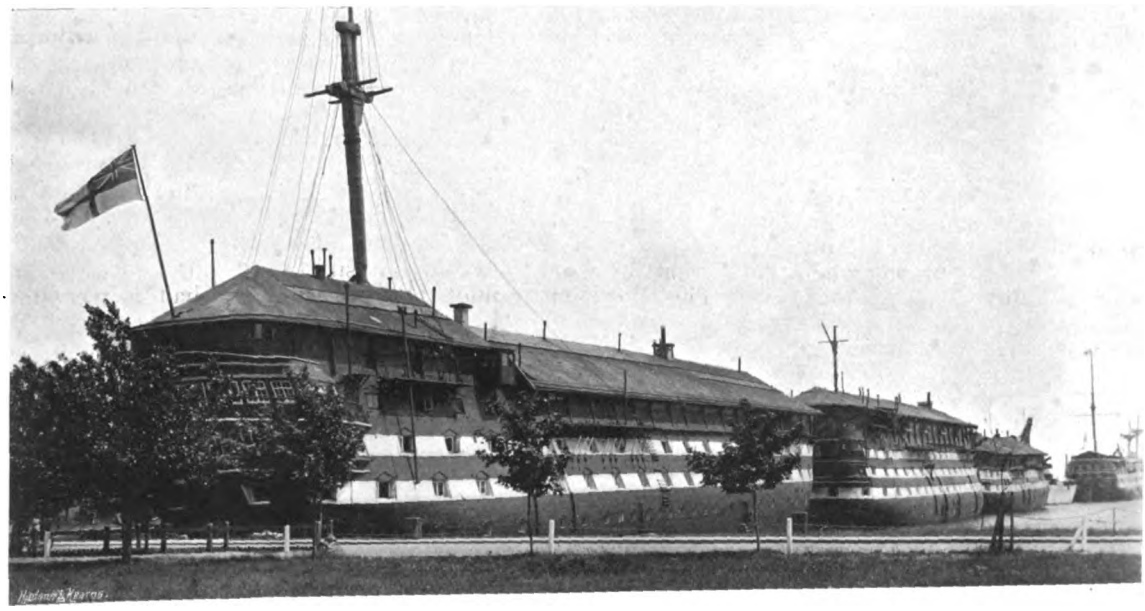


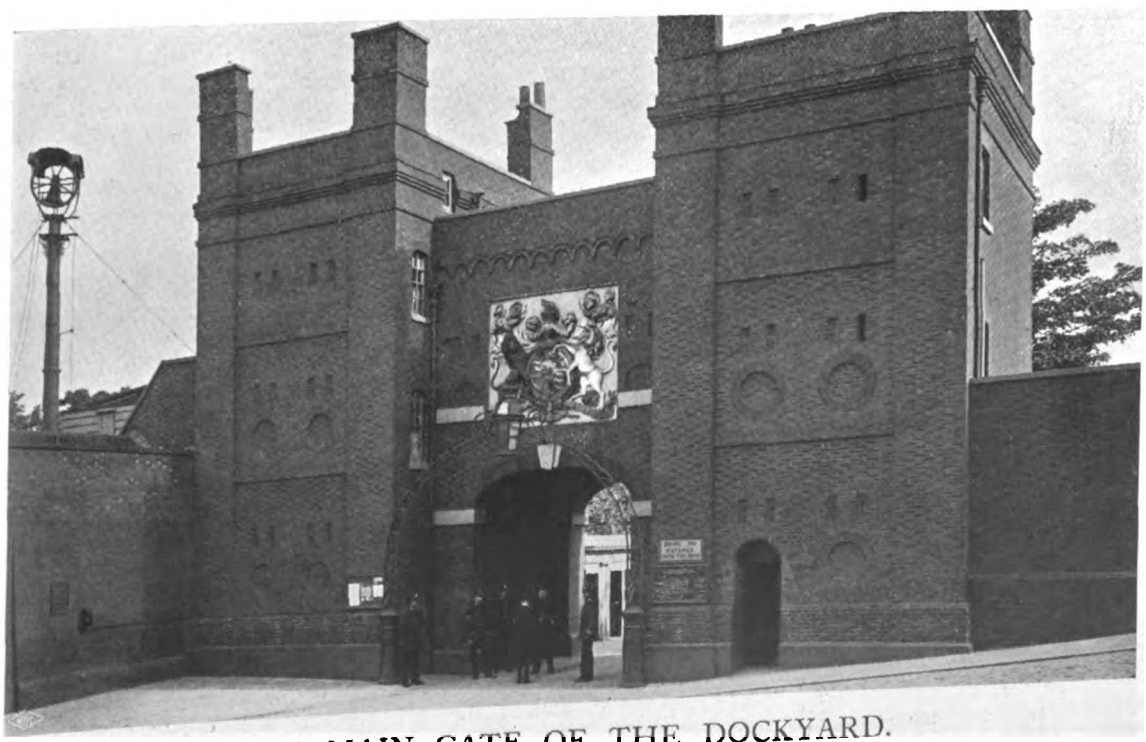
THE GREAT SHEERS AT CHATHAM YARD.

The battle-ships "Irresistible" and "Goliath" in No. 2 Basin.



WOODEN WALLS OF NAME AND FAME.

The "Royal Adelaide," hulk, Pembroke depot-ship, and others.



THE MAIN GATE OF THE DOCKYARD.

The channel for a great deal of Naval business.

From Photos. specially taken for "Navy & Army Illustrated."

there had been but one man killed on shore. "Thence by barge, it raining hard, down to the chain; and in our way did see the sad wrecks of the poor 'Royal Oak,' 'James,' and 'London,' and several others of our ships by us sunk, and several of the enemy's, whereof three men-of-war that they could not get off, and so burnt. So to the chain, and there saw it fast at the end on the Upnor side of the river; and where it broke nobody can tell me."

In the reign of Charles I. the first wet dock or basin was constructed at Chatham, and the same monarch erected large storehouses and a sail loft, and enlarged the yard. Yet, at the same time, the Crown was very short of money, and the Chatham shipwrights threatened to cease work unless they were paid, the men being so turbulent that they actually besieged the Navy Commissioners. The unhappy Commissioners were constantly ordered to perform impossibilities, and, when it was asked at what cost ships were built, the Chatham dockyardmen said they had been twelve months "without one penny paid, neither having any allowance for meat or drink, by which many of them, having pawned all they can, others turned out of doors for non-payment of rent, which, with the cries of their wives and children for food and necessaries, doth utterly dishearten them." Driven to desperation, the Chatham men at last marched up to London in a body, whereupon the Treasurer of the Navy made a promise which was not fulfilled, while, as Mr. Oppenheim says, "the ragged misery of the visitors was an outrage on the scented decorum of the Court."

But Chatham was growing in importance, though there was a manifest need for docking accommodation. Defoe visited the place in 1705, and speaks with an enthusiasm of its achievements which may pass belief. "So great is the order and application there that a first-rate vessel of war of 106 guns, ordered to be commissioned by Sir Cloudesley Shovell, was ready in three days. At the time the order was given the vessel was entirely unrigged; yet the masts were raised, sails bent, anchors and cables on board, in that time."

The historical interests of Chatham Dockyard are, however, so great that much must be left to another article, and a third shall describe the dockyard as it is at the present day.

[*Previous articles of this series appeared: Sept.* 7, 14, 21, 28; *Oct.* 5, 12, 19, 26; *Nov.* 2, 9, 16, *and* 30.]

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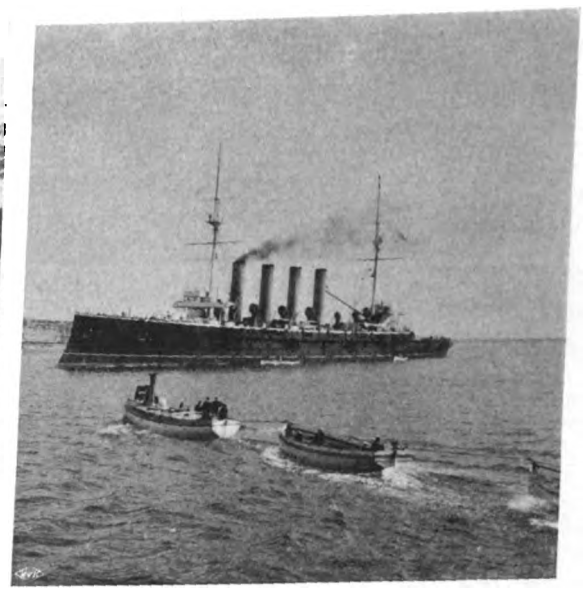
WHERE CAPTAIN COOK LANDED IN THE SANDWICH ISLANDS.



THE "ANDROMEDA."

ROUND THE WORLD.

Per Mare, Per Terram.

By UBIQUE.

ALL people who have realised the conditions that will follow the establishment of peace in South Africa are aware that the only hope for the future of that country must be found in the settlement of English populations throughout the land. Johannesburg, with its buoyant self-confidence and somewhat callous "modernity," has already forgotten the war, and its streets give a vivid impression of the vigour of youth and vitality, which is excellent. But the gold city is not South Africa, and we must remember that sooner or later thousands of Boers will return full of the bitterness of defeat to the farming regions of the veldt. The men who rallied to our flag when the war began were the descendants of sturdy English stock, and, with our old colonising zeal, it is of prime importance that a new settlement on a much larger scale should be made.

THERE are many eager to share the riches of the Rand, and disappointment may well await the crowds who will throng to the towns, but there is a call for a vigorous farming population. The Duke of Argyll lately said that the North Country and Scottish farmers already in the country are enthusiastic in their accounts of its prospects. Land is cheap, and the land companies are giving many facilities, and those most likely to know say that, owing to rising prices, loss is scarcely possible. Certain it is that we can in no way so effectively secure South Africa as by peopling it with English men and women, who will bring up new and loyal generations. Lord Methuen's misfortune has unfortunately been a sad blow to our prestige, and will certainly prolong the war.

SIGNS are not wanting that revolutionary ferment in Russia is constant and active, if its impressions are intermittent, and usually found in the agitation of the students, who are the spokesmen of the voiceless multitude. Freedom of speech and writing does not exist, and quite lately the *Rossia* was permanently suppressed because it had ventured to attack the late and present Emperors. No one wishes to see sovereigns attacked, least of all those who have ruled well, but liberty of expression is what is sought. Recently we saw Moscow in a state of siege, because the students of the university and other educational institutions of the city had chosen, according to their custom, to meet without licence. No licence would, of course, have been granted, and their agitation was only suppressed by wholesale arrests, the city being placed in the occupation of the military, assisted by great bodies of police and gendarmes. The severity of the repressive measures had not been equalled since the days immediately succeeding the assassination of Alexander II. As education permeates the masses, and liberal ideas are spread, discontent with the present system must grow greater. It is an autocratic and bureaucratic system, the final expression of authority being the *Ispravink*, or police commissary, and his assistants. The fact that, at its extremities, the governmental authority merges into a species of village Socialism, is something of a safeguard, but the low and distant rumbling of the far-off but inevitable storm is sometimes heard, and it is hard to see how, some time within this century, there can be a passage from autocracy to a representative system without a revolution, unless bold, far-seeing, and wise statesmen rule the destinies of the Russian Empire.

ONE effect of the Anglo-Japanese agreement will be to add strength to the bonds of the Franco-Russian alliance, and to increase the public interest in both countries in the approaching visit of M. Loubet to Cronstadt. The President would in any case have had a reception worthy of his distinguished position as the chief magistrate of an allied Power, but the new grouping of forces in the Far East will invest his visit with greater significance and augment the satisfaction of the two peoples in the event. It is true that the soundest thinkers in France have regarded our alliance with Japan as a guarantee of peace. They see that it must operate as a check upon Russian enterprise, and that its result may be to save them from being drawn into unwelcome adventures. But the bond between France and Russia has always been most popular, and the enthusiastic joy with which it was finally cemented at Toulon profoundly impressed observers. That memorable demonstration indicated the delight with which the French saw their long isolation brought to an end, and there has never been any real diminution of their satisfaction in the alliance. The Cronstadt *fêtes* in May are thus looked forward to with unalloyed gratification, increased by the fact that, in presence of the new grouping of forces, Russia must attach still greater value to the alliance, even though it does not promise any domination in the Far East. In England the Franco-Russian understanding has never caused any apprehension, and has, indeed, been regarded as a gauge of European peace, just as the Anglo-Japanese compact is a pledge of peace on the Pacific border of Asia.

BEFORE M. Loubet goes to Cronstadt the French elections will have taken place. It is impossible to foresee the result, but the Government is confident of success. On the other hand, the malcontents are working arduously, and a strange alliance exists under the name of Nationalism, which hopes to hurl M. Waldeck-Rousseau from power. He it was who, by excellent diplomacy, saved the Republic on a memorable occasion, and he is detested by the motley followers of M. Déroulède. There is in France no political bond like hatred of the Government, and the Nationalist flag is raised by Royalists, Imperialists, and Socialists, each party playing for its own hand. United they may succeed in overthrowing the Government; divided they would be altogether powerless. The action taken against the religious orders, a certain spirit of autocracy which has caused departmental power and patronage to be centred more directly in the hands of Ministers, and some other recent changes, place a weapon in the hands of the assailants. On the other hand, the willingness of the Government to entertain the idea of reducing the burden of military service is a point

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in its favour. The Nationalist Press is most virulent in its abuse, and its vituperation of England equals anything that the recent campaign in Germany produced; but it would be unfair to judge the party by these rags. Many honourable men follow M. Déroulède, though it is hard to see, even if they should succeed in turning out the Government, how Royalists, Imperialists, and Socialists can find a *modus vivendi* amongst themselves. A state of confusion worse confounded would inevitably follow.

ATTENTION has lately been directed to the proposed Pan-American union, which is so enthusiastically regarded in the United States, but is looked upon with doubtful feelings in the countries of Central and South America. A material extension of the Monroe Doctrine very gratifying to the people of the United States would result from the establishment of such a union, but the States of South America are asking themselves what each would gain. They have won independence by strenuous endeavours, their languages and sympathies unite them with European countries, they possess in themselves the elements of prosperity by their geographical situation and varied resources, and they can point to the vast development of Argentina, the patriotic action of the Chilians after their revolution, and, more than all, to the national awakening and transformation brought about in the spirit of the Mexican people. Mr. Blaine's idea of settling the differences between the Latin-American States was an amiable one, but Mr. Bayard's projected Pan-American union raises misgivings. Since the proposals were put forth there have been profound chances in the political situation of the world, and South and Central America have made unmistakable advances. It is the manifest interest of the Southern States to promote commercial relations with the whole world, without unsuitable tariff restrictions. There is, moreover, no danger common to the States of the American continent, and their interests are common to the civilised world, while a barrier of racial tradition, language, religion, and thought separates the Southern continent from the Northern. It would certainly not be to the interest of Europe to find a solid America, and while national interests beyond the Atlantic are so divergent, there is no probability of such an America being constituted. Current discussions may perhaps, therefore, be set down as somewhat academic.

THE GROWTH OF THE GERMAN NAVY.

THE growth of the German Navy is one of the most significant features of modern times. It is not so long ago that it was a quantity which need not be considered. It certainly did not distinguish itself in the war with France. Let it be granted that it was outmatched in the early stages of the war, and that its efforts in the final stages would have been useless, and could not have affected a result which was already predetermined by the pressure of the German land forces. Still, there was a time when *esprit de corps* might have urged the German Fleet to take the sea.

Nowadays, everything is far different. The Fleet of Germany is rapidly approaching in importance that of France, and it is being pushed forward with such insistency that one cannot help thinking that the time is not far distant when the completed ships of Germany will be superior to the contemplated ships of France, and when we shall have to regard our "two Power standard," which we have so often talked about, but have never reached, from another standpoint. Be this as it may—and we have no desire to enter into politics here—the determination of Germany to increase her Naval strength is evidenced by the fact that Prince Adalbert, the third son of the Emperor, has been sent to sea, and that he is serving as a cadet on board the training-ship "Charlotte." The ship is an old-fashioned corvette. There was a time when, in our Service, we used to think these vessels very comfortable craft, but they are obsolete now. Still, Prince Adalbert has not had a bad cruise in the Mediterranean. The winter months have been naturally chosen for his journey. There is a chance of nasty gales once now and again during those months—competent authorities have been known to state officially that some Mediterranean gales are more severe than any to be met with elsewhere. Prince Adalbert, however, seems to have had the good fortune to escape all troubles or, at least, to pass through them successfully, and he received an appropriate welcome on his visit to Falmouth.

THE KAISER'S SAILOR SON.

Prince Adalbert of Prussia as a cadet.

A cruise in the Mediterranean during the winter months is more of a pleasure trip than an opportunity of learning the hard work of a sailor's life. It may have been a useful initiation for Prince Adalbert, who, boy-like, will probably have enjoyed it up to the hilt. But Prince Adalbert will have to undergo some different and some more severe experiences if he is to follow in the footsteps of his uncle, Prince Henry of Prussia, and is to be made a real sailor. There is no royal road to technical knowledge nowadays. However, Prince Adalbert shapes well, as they say. He has all the instincts of the sailor, and he is keen to learn his work. At Falmouth, the Prince, with a number of his brother cadets, paid a visit to some of the local county magnates, and also to the cathedral at Truro. Of course, the Prince received a hearty welcome on his return; and it is just as well to notice the fact because, apart from the mere family affection, it symbolises the determination of the German Emperor to spare no efforts which may lead to the increase of the German Navy. His brother is already a distinguished officer in that Service. Prince Adalbert is destined for the same career, and this double connection of the reigning family with the Navy is significant of the extent to which Germany intends to rely upon her war-ships in the future.

Photos Copyright. *Renard, Kiel.*

A PRETTY AND OLD-TIME NAVAL SALUTE.

Manning yards in the German training-ship "Charlotte."

THE second number of the *King*, under its new management, maintains that high standard of excellence which the first led us to expect. We trust that our contemporary may long continue to instruct and amuse its numerous readers, both by the brilliancy of its letterpress and the beauty of its illustrations.

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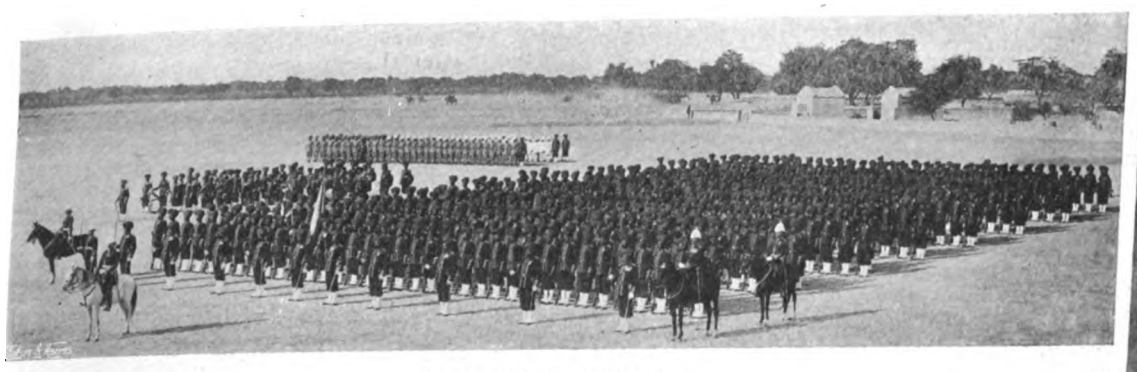

14th SIKHS ON PARADE.

A SIKH OFFICER.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

IT is hardly to be expected that India will have viewed with complete and unadulterated satisfaction the proposal of the home military authorities to saddle her with an additional three-quarters of a million pounds a year without adding a single British soldier to her nominal establishment. For that is what it will cost India later on to fall into line with the new arrangements for the increased pay of the British soldier, and the sum is one which the local military authorities would probably be very pleased to keep in their pockets for leisurely disbursement in other useful directions. But they will doubtless console themselves with the reflection that this additional expenditure will mean less money spent upon that most unsatisfactory of all charges upon the Indian Military Budget, namely, the ineffective British soldier, who is constantly on the sick list from one cause or another, simply because he is of the stamp of man who ought never to go to India at all. Also the Indian taxpayer must remember that under the system with which we are becoming familiar, and under which India is expected from time to time to lend large contingents of British troops for Imperial purposes, the local exchequer gets notable windfalls every now and then through not having to meet the expense of a full garrison. In any case, after a very little while India will make no complaint on the score of having to pay Tommy a higher wage, for, taken all round, he is a wonderfully popular individual in the Shiny East. He makes his little mistakes, and he talks the most amazing Hindustani it would be possible to conceive, but the fighting classes know him and respect him, and all the others are glad enough to have him handy in case of accidents.

But India is undoubtedly a little sore, and always will be, on the subject of the ineffective Tommy, the wretched weedy youth who is sent out as being, according to his own account, "turned twenty," but in reality is barely eighteen, and who promptly falls a victim to enteric or some other ghastly complaint, and either dies or becomes one of those poor fellows who do little else but swell the "constant sickness" returns. During the war it has been difficult to keep up the quality of the drafts from home for India, and things got to such a pitch that the Indian Government declined to take the risk of keeping some of the youngsters sent out, and packed them back home as unfit for Indian service. This may have been the climax which determined Mr. Brodrick to take the drastic measures he has taken towards improving the popularity of the Army and attracting a better class of recruit.

But it remains to be seen whether anything practical can be done towards minimising the terrible evils which result from the everyday practice of giving a false age on enlistment. The casual reader may think that it really does not matter much whether a youngster goes out to India when he is eighteen or when he is twenty, so long as he is healthy and strong. But there are Indian diseases, enteric among them, that exact a special toll of victims between certain ages, and there is no doubt that the military returns of mortality—unpleasantly convincing as they sometimes are—would bring out this fact still more clearly if the real age of the victims were known. At present there is no remedy, and it is difficult to find one. There is no inducement to tell the truth, no punishment for giving a false age, and if one insisted on a birth certificate the recruiting returns would go down with a cruel run. India, of course, is helpless unless she adopts the extreme course of sending back the weaklings; but when she has to pay this little addition of three-quarters of a million to her yearly bill she will certainly grow more particular, and demand that the youngsters sent her shall be less obviously bad bargains than they have been within recent experience.

I suppose we shall have several consignments of time-expired men from India before what would have been in ordinary times the trooping season closes. Of course, there are not a very great many to come, such a large number having accepted the bounty to serve on; but there are some a good deal "overdue," and these must be simply pining for home. I think myself that the longing is generally keenest at the end of about the fourth or fifth year of Indian service, for after that time a sort of reaction sets in, until when one has been out a good many years one almost dreads coming back to a changed home with, perhaps, a good many of one's relatives and friends gone for ever. Talking of time-expired men coming home reminds me of a good many cases, grave and gay, of men of my own old corps returning, both under the old dispensation and the new, at the close of their Indian service. One draft of time-expired men I brought down to Deolali from an up-country station in the Bombay Presidency, and I do not think I ever saw thirty men more uniformly drunk in my life than this draft was a few hours after we had started. I was only a callow subaltern, and had no non-commissioned officers to help me, because such as I had were also entirely foolish. Luckily the men were not "fighting drunk," and I had none of the troubles with which the youngster in Kipling's "Big Drunk Draft" had to deal, but they were a pretty handful, and I was thankful when I handed them over at Deolali, by which time they were beginning to feel sorry for themselves.

I remember we had one man we were sending home after twenty-one years' service, a fine old soldier whom we were all sorry to lose, and who was going home full of spirits at the thoughts of settling down on his well-earned pension. At one of the stations on the way to Bombay he got out, and delayed re-entering the train till the latter was in motion, with the result that he was terribly hurt and died in a few hours. There are tragedies of the battlefield far less sad than this.

Queer sticks some of those old soldiers were, all the queerer and drier, perhaps, for the long process of sun-browning they had undergone. Their phraseology always amused me, and after a long lapse of years I can still smile at the quaint expression one of them used to me on my first voyage home. He was nearly the last of our old soldiers, and I, who was going home on leave in the same ship with him and some other time-expired men of the regiment, had picked him out to be my servant on the voyage. We had some weather in the Bay of Bengal, and I was not at all well, but as soon as I recovered interest in things I asked my faithful henchman, who had been wretchedly seedy himself, but had stuck manfully to his post, how the other men in the detachment were faring. "They're just lying about in 'eaps, sir!" he replied, quite solemnly, as if it were quite the correct thing for the British soldier to be piled up in little mounds whenever the breezes blew.

In last week's notes I commented on the probable presence of the Hadda Mullah at the ceremonies in connection with the succession of the new Ameer of Afghanistan. Since I wrote

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it has been reported that Habibullah has asked the Hadda Mullah to defer his visit to Cabul, and accordingly there is a hope that that arch-fanatic will not officiate at the Ameer's formal assumption of the rulership, which is very good hearing—if it turns out to be true. There are some who have professed to regard with mild amusement the apprehensions felt by those who have taken a serious view of this matter, and for a time the Indian papers themselves treated what was happening very lightly. But a recent statement in the *Pioneer*, which in such matters is generally more or less inspired, shows plainly that the Government of India has been under no illusions, and has been exercising the utmost vigilance. It would not be surprising if the personal intervention of Lord Curzon had been instrumental in modifying the Ameer's friendliness towards the Hadda Mullah, and, if this be the case, it may safely be said that seldom has a Viceroy's own influence been exercised to better purpose. For it will be a distinct relief if the week in which this appears in print and the week following pass off at Cabul without any disturbing incident.

Some weeks ago I recorded a serious fire at Rangoon, in which the mess-house of a British battalion was reduced to ashes in half-an-hour, and the colours and mess plate completely destroyed. And now comes news of another fire at the same place, which was only prevented by tremendous exertions from consuming the whole of the barracks occupied by the 61st Company (late 29th Southern) Royal Garrison Artillery. As it was, two large timber bungalows containing stores, and a tailor's shop, also used as barracks, were totally destroyed, with an adjoining canteen. The men lost everything but the clothes they had on, and the new issue of clothing, accoutrements, boots, and of new pattern carbines, was also utterly "wiped out," the fire, as in the case of the mess-house of the 2nd West Ridings, only lasting half-an-hour. The damage is estimated at Rs.80,000, which is a pretty sharp reminder of the glorious uncertainty surrounding existence in the Shiny East.

Military men who have served in India will not be surprised to hear that there was no water available for the fire-engine, and that what there was had to be brought to the spot in bullock carts—a not very rapid method of locomotion. If there had been water there would doubtless have been something wrong with the fire-engine, as there generally was in my Indian experience. I have in my mind's eye a vivid picture of the regimental fire-engine as it reposed, on the morning after a troublesome barrack fire, minus one wheel, in a little depression close to the engine-house. The fire alarm had sounded, the company detailed for fire duty had fallen in with smartness, and the engine had been duly hauled from its resting-place. Being built for level roads it had shown its contempt for cross-country methods by shedding a wheel, and the fire company had had to leave it and negotiate the blaze with buckets. In those days a regimental fire-engine always behaved like that, or worse, and, apparently, the system of fire protection of British barracks in India has not since been notably improved.

FORTY WINKS.

THE least enviable officer in a regiment on the march is he who has charge of the rear guard. True, he will find his tent pitched when he arrives in camp, but he has to linger hours on the road after his more fortunate comrades have arrived at the camping ground. It is his duty to see after all broken-down animals, men who have been permitted to fall out, and, in fact, anything which has gone wrong. A weary and trying duty it is when there are bad roads or no roads, and even on the Grand Trunk Road with wheeled transport it is not "all violets." Wheels come off, poles break, bullocks become refractory and lie down, refusing to move, especially if there be a hill in front of them, and no manning the wheels or whacking will move them. If a young and inexperienced officer be by chance in command of the rear guard, he may suggest sending on news to the battalion that he cannot move Number So-and-so cart, and that he has used up all his spare bullocks and requires some fresh ones. In such a case, however, it is ten to one that he will have an experienced non-commissioned officer to advise him to resort to one of two expedients—either to take out the bullocks and change them with a pair in another cart, or to put a hitch round the yoke (there is always some spare line) and let his men practise tug-of-war on the spare end. If he has elephants in his transport, neither of these expedients need be resorted to. He hitches in the "hathi," who knows well what is to be done. A gentle pull of cart, bullocks, and all along the road makes it so unpleasant for the bullocks that they prefer to get up and do their work. It is "pure cussedness" that makes them lie down and refuse to work. They are well fed and looked after, and rarely given a load that is too much for the road. Under a careful commanding officer they are *never* overladen under ordinary circumstances. Of course, many cases occur where it is necessary to increase the load.

Unbridged rivers are one of the most trying obstacles for the baggage guard officer and the commander of the rear guard. Whether fordable or not, broad or narrow, they always delay the baggage. At unfordable rivers, as the boat supply is generally small, the delay to the head of the column enables the rear to come up, but the poor chap who has to see the last of everything over has often a long and weary time.

Our tired friend in the picture, who has been on rear guard, is therefore probably well entitled to his forty winks. He has handed over everything, reported correct, let us hope had a square meal, and then chucked his weary body down to rest.

The stalwart and cheery Tommy, smoking a pipe and holding back the fly for the benefit of the photographer, has probably been with the main body and arrived hours before his comrade officer. He may be on baggage guard or rear guard to-morrow. *Hodie mihi, cras tibi*, is his motto, though probably he does not know the English of it. If the officer dreams at all, his sleeping thought is probably "Thank God, it's Jones's turn to-morrow!"

Give and take is always the system of the British Army. No doubt when Captain Brown awakes he will be well chaffed as to his difficulties at such and such a river or nullah or hill. Those who have "been there before" will have anticipated his difficulties at each particular point.

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THE SHADOW OF A SMALL TENT IN A WEARY LAND.

An officer resting after a long march.

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THE WIDE, WIDE VELDT.

[ANECDOTES AND PEN PICTURES BY A WAR CORRESPONDENT.]

I HAD the good fortune some months ago to accompany a medical officer on a visit to the Hollander doctor who has maintained—and does maintain now, as far as I know—a hospital for wounded and sick Boers in the south-east of the Orange River Colony. Our column had halted within three miles of the doctor's camp, and he had applied to our commanding officer for some medical comforts, and, if possible, that our doctor might be allowed to help him with an operation. The commanding officer agreed, and I went over with the doctor. It was a beautiful day—crisp, warm, and dry; so when the doctor had entered the rude shelter which was used as the hospital, I lay down under our cart. I had not been there more than five minutes, when a young and rather neatly-dressed Boer came and, after salutations, threw himself beside me. He opened the conversation in admirable English with:

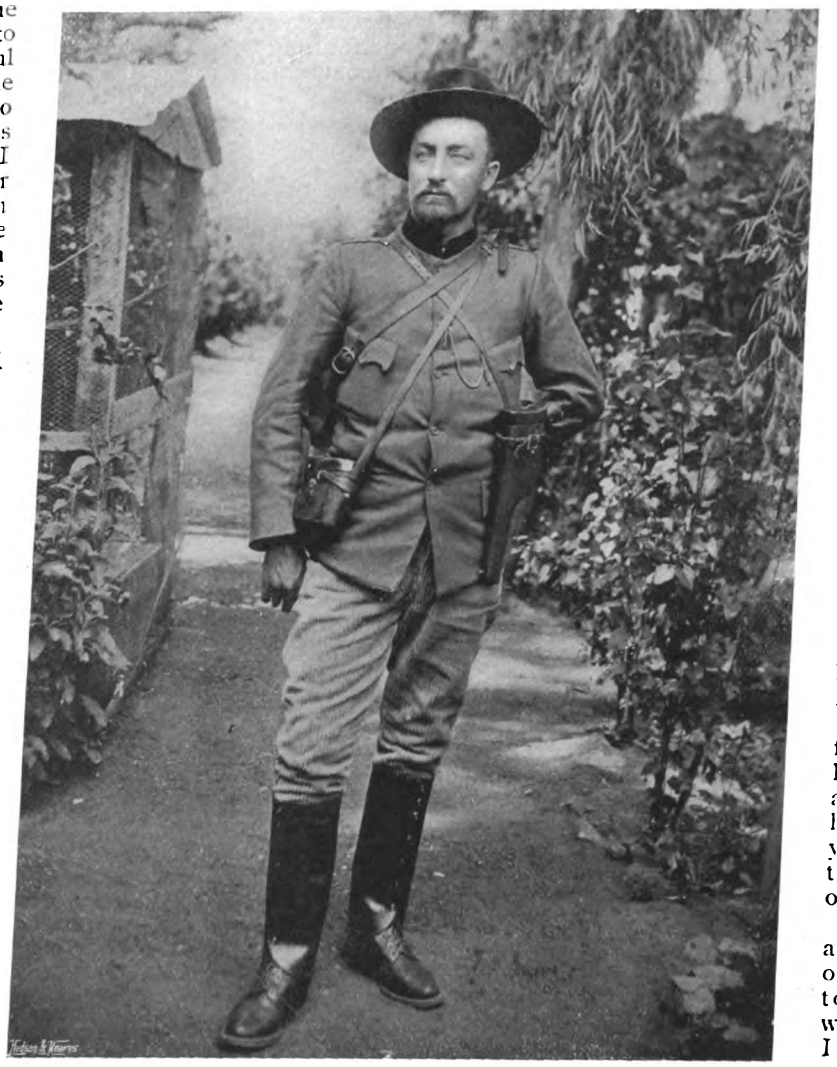
"Well, old chap, it's a weary business, is it not?"

"Yes," I acquiesced. "But whom may you be?"

"I—I am Commandant Brand, son of the late Staats President."

"What are you doing here?—this is a breach of faith," I answered, since during the last week we had been pursuing Brand's commando.

"No," he answered, "that is not so. I am in hospital with dysentery. Akermann has got the commando in my absence."



GENERAL BEN VILJOEN.

Who was recently taken prisoner by our troops.

"Well, if you are so tired of it, why don't you give in?"

"I should like to; but how can we? How can we retire before the Transvaal? If Botha and Burger would surrender, we here would coerce Steyn at once! But I am sick of it. Not sick of fighting, mind you, but sick of fighting on the losing side."

"Then you realise that it is the losing side?"

"I have realised that these many months. But we men who are fighting now have acquired the love of the thing, and as soon as we are able to surrender, I shall go and join the American Army. Most of us intend doing that!"

"Why the American—why not the British? I hear that a Burgher Corps is being raised now by Colonel Ridley for his Police."

"What are we fighting for? Ask yourself what we have been fighting for all along. Is it not our liberty? Then how can you expect me to enlist on the side which has wrested our liberty from us?"

"Well, we won't go into an argument on the ethics of the question—we are all too sick of it. But I wouldn't choose America, if I were you."

"Who can say?" he answered, rising wearily, "This may be all child's talk. You and I may both be dead this time to-morrow. Good-bye," and we shook hands. If it was young Brand, I admire him, since during the conversation he never tried to elicit information which he must have desired to turn to military account.

Photo. Copyright. Klisser.

OFFICERS OF MAJOR PARIS'S KIMBERLEY COLUMN.

Reading from left to right the names are—Back row: Lieut. McCallum, Kimberley Regiment; Lieut. Coppinger, Dennison's Scouts; Lieut. Tamblyn, M.R.C.V.S., A.V.D.; Lieut. Whitaker, Kimberley Regiment; Mr. Lazarus, Intelligence Officer; Lieut. Wing, Ashburner's Light Horse; Lieut. Heid, 3rd Welsh Regiment; Lieut. Brown, Dennison's Scouts; Lieut. Kidd, Diamond Fields Artillery; Lieut. Furbur, 3rd Welsh Regiment; Lieut. Gilpin, Kimberley Regiment; Lieut. Nesham, 38th Battery, Royal Field Artillery; and Lieut. Anderson, Remount Depot. Middle row: Lieut. James, Kimberley Regiment; Capt. Ashburner, Ashburner's Light Horse; Major Rodger, D.S.O., Kimberley Regiment; Capt. Tuckey, 7th New Zealand Regiment (Staff Officer); Major Paris, Royal Marine Artillery (commanding the column); Major Humby, 74th Imperial Yeomanry; Capt. Outram, Highland Light Infantry (Assistant-Provost-marshal); Lieut. Robinson, Imperial Yeomanry; Lieut. McLennan, Ashburner's Light Horse; and Lieut. Brunton, Dennison's Scouts. Front row: Lieut Despard, Imperial Yeomanry; Capt. Salamon, Kimberley Regiment; Civil Surgeon Prentice, Senior Medical Officer; Capt. Perkins, 3rd Welsh Regiment; Lieuts. Bridgeman, 4th Scottish Rifles (in charge of Mule Transport); Lieut. Bailey, Imperial Yeomanry; and Capt. Brown, Dennison's Scouts. These officers were all with Lord Methuen in the battle on March 7, near Tweebosch, where, we regret to say, several of them were among the killed and wounded.

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ALGERIAN CAVALRY.

IN Algeria France is credited with 60,000 well-armed and well-drilled men, whose principal object is to discourage the North African Arabs from a war of independence. Of these 60,000 troops the most picturesque portion is the far-famed native regiments of Spahis, officered, however, by Europeans, like our splendid native cavalry in India. Here we may note that the word "Spahi" is derived from the Turkish *sipahah*, a yeoman, of which also the Indian "sepoy" is a corruption. Like the Cossack, the Spahi supplies his own horse and outfit, but the military carbine is given him by the Government. The regimentals of the Spahi are extremely picturesque, consisting as they do of a red cloak or burnoose, with white reverse, blue baggy breeches, red socks, and camel-hair turban. But see him when he dons his war-paint, for then out of his own private store he produces beautifully ornamented saddlery, a gorgeous turban, an under burnoose, made of the finest spun diaphanous silk imaginable, and a scimitar, the hilt of which is set with precious stones. The *tout ensemble*, in fact, is rather that of an Oriental chieftain than a mere trooper of native cavalry. The red burnoose, however, is the Spahi's most treasured article of apparel. It raises him in the mind of his fellow Arabs to a high rank. When he leaves the Army he has to lay aside the robe of honour and at once descend to the level of the ordinary man; hence it is that so many Spahis stay in the Service all their lives. With his red burnoose on the Spahi can travel to the remotest part of the colony, and he will not be molested. Nay, more than this, he himself will be welcomed as a distinguished guest in every village or encampment, he will be given food and shelter, and his horse will be fed and groomed—all for nothing. The Spahi horses are nearly all cream white, of excellent cavalry build — their backs are short, their chests deep, and their necks thickly veined; in short, their whole structure suggests a Gothic arch. Tradition relates that these steeds are descended from Mahomed's five mares, who, though they had not tasted water for days of battle, answered—five only out of 20,000—to the trumpets of recall, and charged the enemy again within sight of untouched water.

The little horses are really as gentle as kittens, yet with an Arab on their back they instinctively feel that they must pretend to be uncontrollable, so that their master may indulge his vanity for going through curb and spur work. When performing the marvellous evolutions depicted in the accompanying illustrations, the Spahi sits as though he were himself the horse; his knees and legs never shift, his head does not move, and his face bears the same stolidly solemn and proud expression. It may be added that the Spahi is always ready to show off his theatrical feats of horsemanship whenever there is the smallest hope of an audience. The Spahi saddle is a frightfully heavy affair, weighing about ten times as much as that used by the British cavalryman. However, the saddle-tree itself is excellently designed, allowing free ventilation, and making sore backs almost impossible. And what of the Spahi as a soldier? One of their own officers speaks of their military qualities as follows: "No Spahis are as steady as whites. When firing commences they rush in headlong like wild animals—they are as brave as lions; but, if their first furious charge is not successful, they are not easy to rally. Great tact has to be exercised in drilling them. The most common military crime among these troops is impertinence to officers, for the Arab is independent, and quick to answer back if he thinks a rebuke unmerited."

The Spahi regiments possess a second line, a kind of militia or territorial force of Arab cavalry, known as the Goumiers. The latter are purely wild native troops, without either training or European officers. They find their own arms, as well as horses and outfit, and are only expected to muster when the State demands their services for war. According to the latest accounts, however, the Goumiers are about to be taken in hand—that is, they are to be provided with up-to-date weapons and European officers, and subjected to an annual course of military training.

The Chasseurs d'Afrique, all of whom are Frenchmen, are mounted on Arab horses and permanently quartered in Algeria. The distinctive uniform consists of a light blue dolman and tunic, with red collar and breeches.

M. Emil Frechon. A REPRESENTATIVE OF THE CHASSEURS D'AFRIQUE.

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SPECIMENS OF ALGERIAN HORSEMANSHIP.

M. Emil Frechon.

ON HIS HIND LEGS.

A SPAHI ON HIS WAR-HORSE.

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WHAT IS A GOOD LIFE OFFICE?

By F. Harcourt Kitchin.

IT is not a difficult thing to lay down elaborate rules by which the merits of life assurance offices may be tested, but I am afraid that it is not much use to do so. The public has neither the patience nor the experience to apply the rules properly, and unless they are properly applied they may be actually misleading. A year or so ago I laid down publicly what seemed at the time a simple and infallible test. As regards nine offices out of ten my simple rule proved excellent, but in the tenth case it turned out to be quite fallacious. This was disappointing, and has led me to doubt if it is possible to make life assurance really simple. In these articles I am adopting a method which can hardly fail to be satisfactory as far as it goes. I am plainly setting out what individual offices are doing and what advantages they offer. My readers, then, have merely to take my word in respect of facts, which, as anyone can contradict me if I am wrong, they may safely do. In this article, for instance, instead of laying down the theoretical distinctions between good life offices and indifferent ones, I shall describe the operations of a few good offices, explain the advantages which they offer to their clients, and leave my readers to choose the one which happens to meet their requirements.

The Legal and General.

The Legal and General Life Assurance Society is an office of very high rank among insurance companies. Not only is it thoroughly sound, but it is also progressive, and does its best to meet the requirements of all classes. A few months ago I explained the system which this company has adopted for the assurance of the lives of Naval and Military officers, a system which has served as a model to other companies. The business during the last twenty years has greatly increased, and is still increasing. During the five years 1882-86 new policies were issued for £1,637,586, while for the five years which ended with 1901 as much as £6,786,706 was assured in new business. With the increase in business there has also been a decrease in the rate of expenditure. When an office like the Legal and General can attract more clients as time goes on, and at the same time reduce its expenditure, there is a strong *prima facie* case for regarding it as worthy of support. In this particular case the *prima facie* evidence is supported by more trustworthy considerations. Although the company adopts in its valuation a rate of interest of only 2½ per cent. per annum, as compared with the rate of £4 2s. 2d. per cent. per annum which it actually earns, and thereby strengthens the reserves which it holds, it is able to pay large bonuses to its policy-holders. At the recent valuation there was a total surplus over all liabilities of £376,545, and the with-profit policy-holders received a bonus of 38/- per cent. per annum on the sums assured and on all previous bonuses. The additions per £1,000 on policies which ranked at the end of 1901 for full five years' profits ranged from £95 to £209, according to duration. The latter addition was, of course, to policies which had been in existence a long time. During its sixty-six years of existence the company has never had to decrease its rate of bonus nor to diminish the strength of its reserves. The Legal and General fulfils the most important conditions for a life office—namely, ample security and profitable character. Whether policy-holders go for with or without profit assurances, they can be sure of getting their money's worth.

Prudential Assurance Company.

This company is in many respects the most remarkable financial institution in the United Kingdom. At the end of 1901 it had in force about 15,000,000 policies assuring the lives of one-third of the population of the British Isles. This makes it unique among life offices. There is no other company which has such a business or needs such an elaborate organisation. But size is the least of the merits of the Prudential. While its transactions are larger than those of many Government departments, its organisation is so perfect that the business goes on without friction and at a minimum of cost. The daily correspondence is so great, that the head office contains a branch post-office which handles nothing except the Prudential's letters. It has branches and agencies in almost every town and village in the country. I have the greatest respect for the Prudential, which is doing a most valuable work for thrift in the British Isles, and has not always received proper credit for its work. One entirely false accusation which has been levelled at the company relates to the many insurances which it issues on the lives of children. These are said in some cases to encourage child neglect and even murder. In the first place, the company limits the amount of these insurances to sums which will barely cover the cost of burial, and, in the second place, the mortality among children which the office experiences is far more favourable than that shown by the Registrar-General's returns for the whole child population. This latter fact is almost conclusive, and is, moreover, corroborated by other facts which I have not space to go into. I have merely mentioned this subject in fairness to the company; it is not my present purpose to deal with the "Industrial" side of the business at all. The Ordinary branch, taken by itself, is the largest in the country. Last year 76,831 new policies were issued, assuring £7,575,835, and the premium income was £3,489,955. The security of the Prudential is ample. It holds an annual valuation of its millions of policies—a stringent valuation, too—and always shows a considerable surplus. The total assets amount to £43,292,026. The company has a special interest for Naval and Military officers, since its assurances—in the Industrial branch—on the lives of Bluejackets and private soldiers are so great that its payments on account of war casualties run into hundreds of thousands of pounds.

Provident Life Office.

Although the Provident is not a large office, it is none the worse for that. It is big enough for all practical purposes, and as it has been in existence since 1806, time has tested it thoroughly. Most of the policies are for comparatively small amounts, and the office experiences a very favourable mortality. It is a matter of common observation among those who study insurance offices that the claims among the small or thrift business are at a much lower rate than among the large or loan business. The reason is on the surface. The thrifty classes are careful livers, and their risks of disease are minimised. The Provident is a steadily progressive office, and the business done last year—919 new policies, assuring £389,740—was the largest which the company has ever transacted in one year. The number of deaths was only 229, and the claims £196,861, as compared with 334 expected deaths, with claims of £251,460. This illustrates what I have said above with respect to light mortality. The premiums which the office charges are moderate and the conditions favourable. At the last distribution of profits a bonus of 27s. per cent. per annum on the sums assured and on all previous bonuses was declared, and the average additions to the whole life policies amounted to 35s. per cent. per annum. When the bonuses of one office are compared with those of another, the corresponding premiums must also at the same time be compared, or entirely erroneous deductions may be drawn. The Provident encourages all classes. In addition to with-profit and without-profit policies it issues "minimum premium" assurances, under which a bonus of 25s. per cent. per annum is discounted in advance. The premiums under these policies are less than the without-profit premiums, but, on the other hand, it must be remembered that the contract is not fixed. If the bonus of 25s. is not actually earned the deficit has to be made up in some way by the holders of minimum premium policies. This company issues many of the thrift and investment assurances which I dealt with in my last article.

The Sun Life Office.

The Sun Life Office is perhaps the most progressive and enterprising company which we have at present. About fourteen months ago it started a system of life assurance without medical examination, under which the premiums are payable monthly, if desired. This scheme has been actively pushed, and has caught on wonderfully. I am not surprised, for it has great merits. Of course, the monthly premiums are higher than the one-twelfth part of the annual premiums, but they are only about 10 per cent. higher, and the convenience to many people of the instalment system is very great. The removal of medical examination is also appreciated. The company takes every precaution to ascertain that those who propose business with it are in good health, but this takes the form of enquiries and not of personal examination. Its terms are the same for male or female lives. The minimum amount of assurance without medical examination is £50, and the maximum amount is about £600. The maximum varies with the class of assurance. No premium of less than 5s. a month is accepted. The company protects itself from accepting bad lives by limiting its liability to one-third of the sum assured if death takes place the first year—other than by accident—and to two-thirds during the second year. During last year the Sun Life Office issued 5,213 new policies, assuring £1,542,560, which was a large advance upon the business of the previous year. Some 2,000 new policies under the non-medical scheme are included in these figures. The claims last year were very little in advance of those for 1900, and so far the experience of life assurance without medical examination has been most favourable. I am much interested in the scheme, as it has long been my conviction that medical examination could be done away with provided that reasonable precautions be taken to prevent fraud and what is called "selection" against an office.

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THE ADJUTANT-GENERAL OF THE ARMY.

LIEUT.-GEN. T. KELLY-KENNY, C.B., FORMERLY COMMANDING A DIVISION IN SOUTH AFRICA.

The present holder of the historic appointment of Adjutant-General to the Forces has many claims to the respect and esteem of the British Army, but one which will always endear him to a very large section of it indeed, is the fact that he is a thoroughly experienced regimental officer, and the ex-commandant of one of the smartest battalions in the Service. An old 2nd Queen's officer, General Kelly-Kenny, before going to South Africa, in which his record is familiar to most readers, served with distinction in China and Abyssinia. He has had a good deal of Staff experience, and from 1897 to 1899 was Inspector-General of Auxiliary Forces and of Recruiting.

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Editorial.

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What is Martial Law?

THE first thing to realise, and to keep clearly in mind, is that martial law has not any necessary connection with trials by court-martial. The popular notion is that, martial law being in force, anyone suspected of anything can be seized by force, taken before a "drumhead court-martial" (which has a fine story-book sound about it), and sentenced then and there to be stood against the nearest wall and shot. This may be done under military law at any time, if the circumstances are such as to justify great haste and extreme severity. But then "military law" and "martial law" are two quite distinct and different systems.

Military law is "a special body of rules applicable to special bodies of persons"—to wit, military persons and others who are brought into contact with them during operations of war. In peace-time military law can only deal with soldiers. In war-time its powers may be enlarged. As a matter of fact, they seldom are enlarged; but it is quite easy to imagine circumstances that would give a general the right to take sharp military measures against civilians who were hampering his course of action. Military law, then, is really "law." It is governed by rules and forms and precedents. It is administered decently and in order. It is a regular system, regularly carried out.

Martial law, on the other hand, is, to speak plainly, no law at all, but rather a suspension of law. When the State is in danger, all kinds of acts are justifiable which would certainly not be permitted at all seasons. For instance, let us suppose that an enemy had landed in Kent, and that an invading army was on the march towards London. This, it need scarcely be said, is pure imagination. If such a force were in England at this moment, it would have landed either (1) because it had defeated the British power at sea, or (2) by reason of having slipped across seas while that power was mainly engaged elsewhere. Now, in case (1) it would be all up with us; we should have to die fighting, in the knowledge that all was lost, or else to make the best terms we could. If we accept the alternative, (2), then the invading army would be caught in a trap. The Navy would cut off their communications, and, if we could not account for our enemies under such conditions, then we should deserve to be beaten and disgraced.

However, for the sake of argument, imagine that a force of invaders is approaching the capital. What would the authorities of London do? They would take all sorts of precautions which could not be justified by the strict course of law. Of that there is no possible doubt—no shadow of doubt whatever. They would, for instance, seize and detain anyone suspected of a desire to assist the enemy. They would prevent persons coming and going at their own free will. They would take possession of food supplies, and perhaps they would insist—it is to be hoped they would—that every able-bodied man who drew a food ration should show that, in one way or another, he was earning his keep. None of these things would be done by the ordinary forms of law. They would be done upon the authority of the Lord Mayor or the Home Secretary or the Chairman of the London County Council. If these exalted personages were asked what sanction they could show for the exercise of such authority, they would say (if they had time, and if they took the trouble to say anything at all) that they acted as they did in the interest of the Commonwealth and for the defence of common interests.

Suppose, further, that, when danger was over, and the ordinary course of affairs resumed, some person who had been detained should bring an action against the Lord Mayor or the Home Secretary or the Chairman of the London County Council. The Courts would have to decide, first, whether there was a state of war at the time; and, secondly, whether such detention was made necessary by the state of war. If they found that we were at war, and that the authorities had reasonable ground for suspecting the detained person, then they would pronounce that his detention was entirely justifiable. If, on the other hand, it could be proved that the authorities had been misled by special editions of the evening papers, and that no enemy had ever landed at all, then the complainant would be able to recover damages.

Martial law, then, is simply a suspension of ordinary law under stress of unusual events. When danger threatens the Commonwealth, any measure may be taken which seems to be necessary, either as a precaution or as a punishment. It is inevitable, considering that those who take such measures are but human, that mistakes shall be made. Certain precautions may turn out to have been ill-advised or unnecessary. Certain punishments may be seen, when judged calmly at a distance, to have been little calculated to achieve the effects aimed at. But men who have to act swiftly, in face of great risks and entirely upon their own responsibility, cannot be expected to come out of the ordeal with never a mistake upon their record. They must be judged by the result of their work as a whole, not by this or that incident.

This is the line to take when the working of martial law in South Africa is called in question. Some of the measures that are attacked are hard to defend; some are impossible to account for. But to argue about isolated instances is a waste of words. If the adoption of exceptional measures is gradually bringing South Africa nearer to peace, then mistakes here and there must be overlooked. We must consider the question broadly, take a large view of it in its wider aspect. We need not quibble about details, or try to make out that everything which has been done can be justified by the rules of conduct which obtain in ordinary times.

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YEOMANRY AND VOLUNTEERS FOR SOUTH AFRICA.

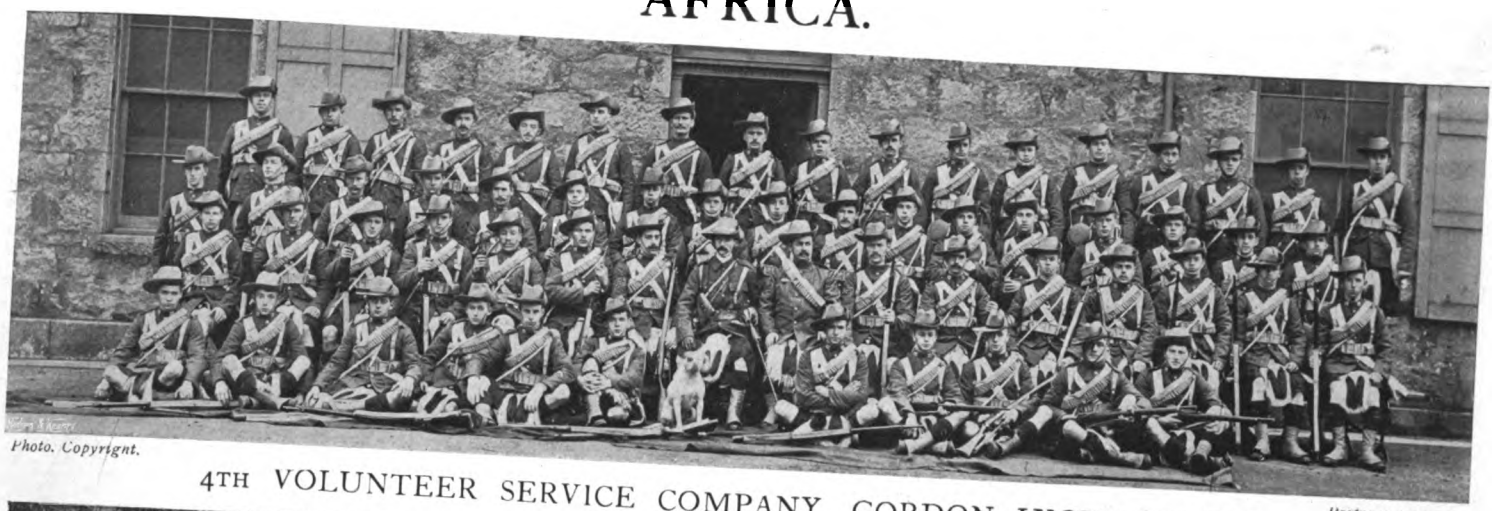


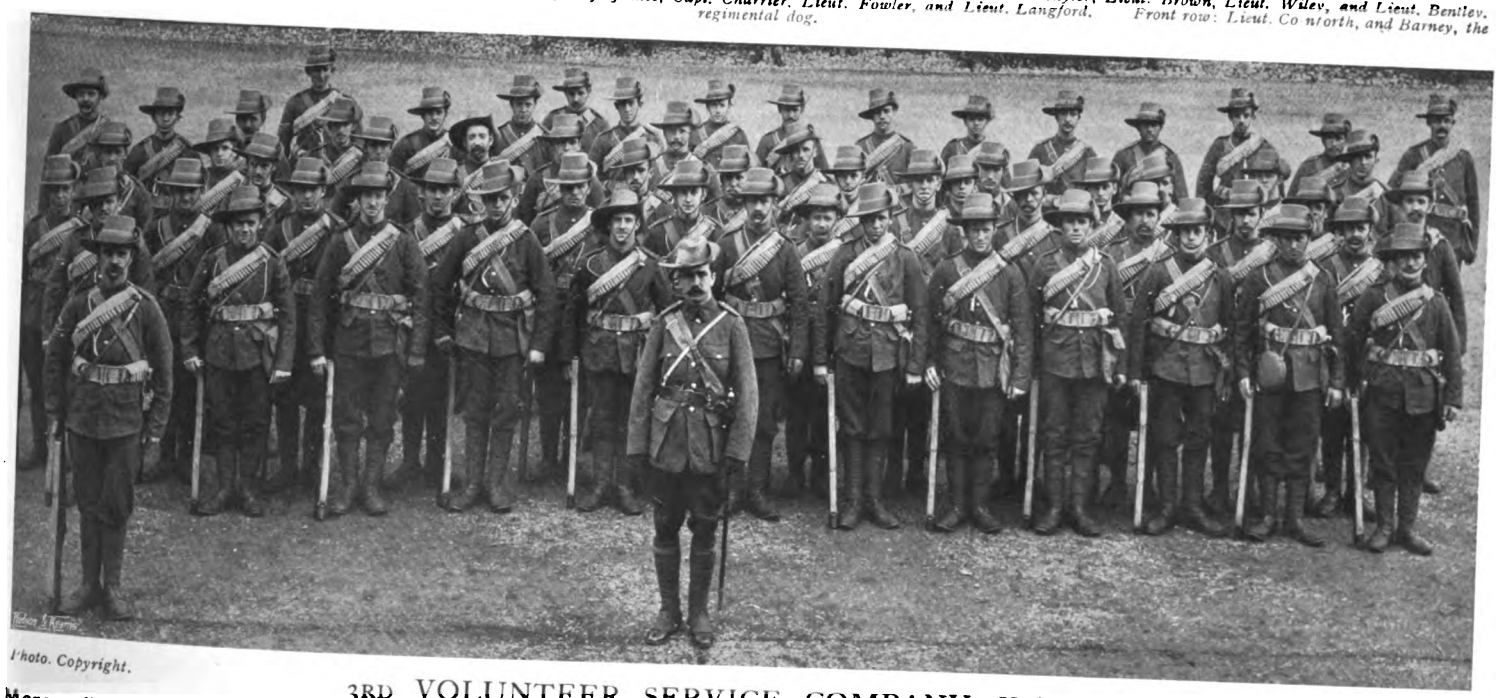
Photo. Copyright. *Porter, Aberdeen.*

4TH VOLUNTEER SERVICE COMPANY, GORDON HIGHLANDERS.

Photo. Copyright. *Knight, Aldershot.*

OFFICERS, 28TH BATTALION, IMPERIAL YEOMANRY.

Reading from left to right the names are—Back row: Lieut. Brothers, Lieut. Skipworth, Lieut. Beamish, Capt. Rogers, Lieut. Hayter, Lieut. Brown, Lieut. Wiley, and Lieut. Bentley. Second row: Capt. Lind, Capt. Sherwin, Capt. Moore, Col. Turner, Maj. James, Capt. Charrier, Lieut. Fowler, and Lieut. Langford. Front row: Lieut. Co nforth, and Barney, the regimental dog.



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3RD VOLUNTEER SERVICE COMPANY, K.O.S.B.

More gallant Auxiliaries for the front. Of these the 28th Battalion, Imperial Yeomanry have been steadily getting into shape at Aldershot under an excellent and popular officer of the Indian Cavalry, Lieutenant-Colonel J. G. Turner. The battalion comprises the 127th, 128th, 129th, and 130th Companies. The 4th Volunteer Service Company of the "Gay Gordons" left Aberdeen for the front at the beginning of March, taking with them six men who went out as Volunteers with the 1st Battalion of the Gordons and marched from Bloemfontein to Komati Poort. The 3rd Volunteer Service Company of another gallant and distinguished Scottish corps, the King's Own Scottish Borderers, left Berwick-on-Tweed a little later.

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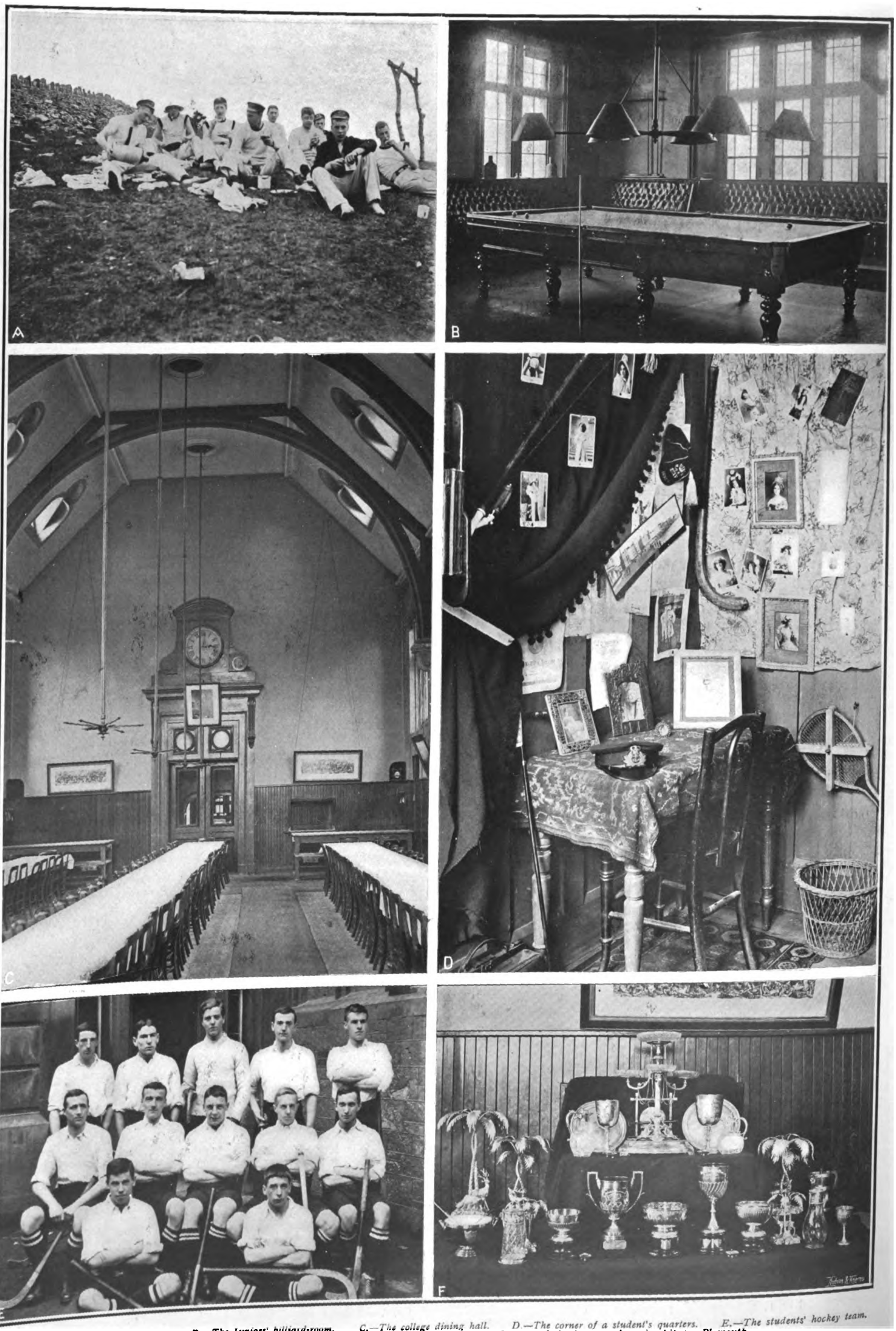
PRIZE PHOTOS. BY NAVAL ENGINEER STUDENTS.



A.—The students' company; a pic-nic. *B.—The Juniors' billiard-room.* *C.—The college dining hall.* *D.—The corner of a student's quarters.* *E.—The students' hockey team.*
F.—Trophies won by the college in 1901, including the half-mile championship for Devon and the four-oar championship for Plymouth.

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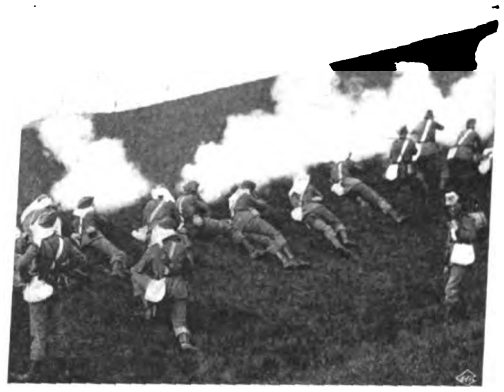
THE NAVIES AND ARMIES OF THE WORLD.



VOLLEY FIRING.

HOUSEHOLD CAVALRY.

AT SIXTEEN KNOTS.

A WEEKLY CAUSERIE

BY

DAVID HANNAY.

WHEN we attempt to tell the story of the downfall of the old superstition concerning the line of battle, there is one name which meets us at once, and presents a decidedly curious critical problem. Of course it is the name of Mr. John Clerk of Eldin, the author of the very readable, but seldom read, treatise on Naval tactics. Much controversy has raged about him and his claims to have taught the Navy a more excellent way. A good deal of the debate has been idle enough, and not a little of it ignorant. Injudicious partisans of his have made assertions which are provably contrary to fact, while angry Naval officers have dismissed him altogether with the contemptuous assurance that no mere landsman could teach a British admiral anything. This attitude strikes me, at least, as being rather childish. What is called the science of war, the mere theoretical part of it, is after all a question of mechanics, of balances, and thrusts. Anyone who can get over the *Pons asinorum* can master it easily enough. The art is quite another matter, and calls for the artist, who may be improved, or more or less spoilt, by teaching and example, but who cannot be made by mere training. Clerk, who applied brains and good reasoning to the theory of Naval warfare, was just as likely to get at the essential truths of it as anybody else. Besides, we know that the formal rules prevailing in the early and middle eighteenth century were condemned by Suffren among the French, and by a whole generation of admirals among ourselves. Clerk was therefore in excellent professional company, and he undoubtedly came to his conclusions independently, for he had reached many of his results, if not all, before the outbreak of the war of 1778-83.

* * * *

Indeed, it was in a way natural that the first doubts as to the value of the established system should originally suggest themselves to an unprofessional thinker. Within the Service itself the tendency was to enforce implicit following of the precepts and examples of the chiefs. A young man would hardly have ventured to question the conduct of his superiors openly. An old man would be likely to be settled into fixed habits. If he had his doubts, he would not care to make a parade of them, for it might do him no good to have the reputation of an innovator and revolutionary. We may, in any case, quote Clerk as a proof of the intense interest taken in this country in the good management of its Navy. Here was a retired merchant and country gentleman who took as much trouble over the right way of fighting sea battles as would have made him another fortune, and all for pure love of the good cause. He thought, and measured, and studied. He carried little ships about in his pocket, and brought them out on the mahogany after dinner, boring his friends, and tackling every Naval officer he met. I think he must have puzzled many of them severely, and that many comic scenes must have taken place. Every now and then Clerk must have met a Naval officer who thought it like his confounded impudence to question the practice of the only people who could know, but who was terribly put to it to show why the speculative old gentleman was wrong. A Naval officer of the stamp I am thinking of would have accepted the old method simply because he had been shown no other. When called upon to justify the faith that was in him, he could not, because he had never thought out the principles. His resource would be to declare, as Captain White actually did, that it was easy for Clerk to manœuvre models on a table, but that real ships on the sea were quite another matter—which is just the half truth that is worse than none at all.

* * * *

The seed which Clerk scattered so persistently fell occasionally on good soil, no doubt, and yet it is very difficult to show exactly how and when he influenced his contemporaries. The first part of his tactics was printed for private circulation about 1782, after Rodney had made his unsuccessful effort to break away from the hidebound old tradition in his action with Guichen on April 17, 1780. More appeared in 1797, the year of St. Vincent and Camperdown, and the whole book in 1804, when the work had been done. His influence must have been fragmentary, and was probably more effective through his personal relations with individual officers than through his published work. He was, for instance, in correspondence early with Duncan, who was a brother Scot, and a connection of his own. It may be that he had some remote and theoretic share in winning the battle of Camperdown.

* * * *

But to me it seems that the most interesting point is this: What was the real substance, the value, of Clerk's doctrine? His plans for winning battles and his models for attack remain mainly in the state of pious opinion. They were never fully carried out as he drew them. There is, therefore, at least an apparent case for saying that they were mere speculation—ingenious, but not of practical value. And yet it remains true that he got at the root of the matter, and that it was because the admirals of the end of the eighteenth century did so too that an enormous change came over the whole conduct of Naval warfare.

* * * *

What, then, was this root of the matter? To me it seems to have been this. Clerk said: "You cannot win in battle by merely scattering yourself along the enemy, or by passing him on opposite tacks. There must be greater pressure exercised somewhere to break up the enemy's formation." "Very true," said the advocates of the old school; "we know quite well that concentration of a superior force on a part of a fleet is an advantage. So do the French. They will double on one end of our line if they can. They did at Beachy Head. Therefore, we steer with their van and rear to prevent them from doing anything of the sort." "Yes," said Clerk, "I see that; but do you not understand that by stringing yourself along your opponent's line, in order to prevent him

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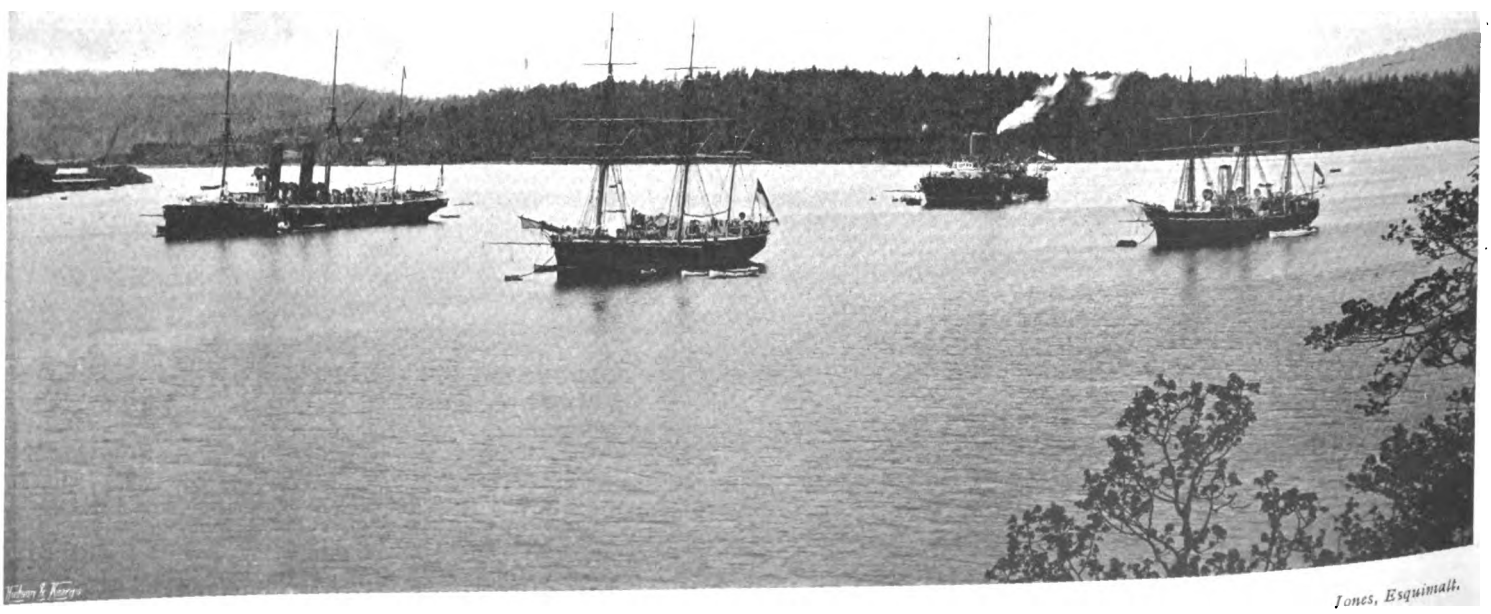
from rounding on the end of yours, you make any concentration on your side impossible. Why not aim at attacking one point of his order with superior forces? Why not steer into him?" "But," came the answer, "if we do that, the enemy may make counter moves; and as for steering into him, why, there will be a confused *melée*, and all order will be lost." "Of course, the enemy may make counter moves," rejoined Clerk. "It is clear he can. There always is a counter move, and when you charge home there is and must be a *melée*, and order is lost. But, pray, why not? You say that our ships as a rule are better handled than the French, and that our gunnery is better. The result of single-ship actions, where our captains are not hampered by a prevailing obligation to keep in the same relative position to other captains, and can, therefore, make full use of their superiority, shows that you are right. Then why not play so as to secure the same freedom in battle that you have in single-ship action. Pick a convenient point for attack, and drive your attack home. Remember, the best of all ways to prevent a foe from killing you is to kill him first, and that you will never do by standing on guard, but only by lunging. Fall on the windward end of his line and smash it up, leaving his leeward ships to do what they please. You will have time to make an example of those you have attacked before the rest come to their assistance, and if your opponent acts with spirit, the worst you have to fear is a *melée*, with an additional advantage for you in the fact that you have already silenced four or five of his broadsides. Besides, since you are the better men, a *melée* is what you have to desire, for it will give your superiority full play. Your present system of attacking from van to rear is in reality a defensive measure, and as an offensive one is bad. You tie your arms behind your back; and that being so, how can you hit to any purpose?"

* * * *

Whether Clerk influenced the Naval officers much or little, or not at all, there can be no doubt that he stated the faith of Suffren, and of all our great admirals from 1780 and afterwards. My own belief is that he directly influenced some, and indirectly others through them. But be that as it may, the great question he put, "Why is this orthodoxy to be accepted as gospel?" was in itself the deliverance of the Navy from the pedantic old theory. The thing was like the walls told of in fairy stories, which looked solid till some resolute adventurer put his shoulder against them, and then they vanished. In this case luck helped, for on April 12, 1782, Rodney may be said to have fallen against the wall and found that it had no substance. On that occasion, and by a combination of circumstances, we departed from all our settled rules, and we won the only distinct, undeniable victory we had gained against equal forces since the Dutch wars of the seventeenth century. The meaning of that could escape nobody. It altered the whole point of view of the Navy, as anyone can see who goes from it to the next great encounter with a French fleet on June 1 twelve years later.

THE BRITISH PACIFIC SQUADRON.

THINGS have changed very much since Esquimalt became a station of the Fleet. In those days it was an isolated spot where game abounded. For the matter of that, game abounds now for those who care to seek it, and who know where to look for it, but it does not come on the "dilly, dilly, come and shoot me" principle that existed some fifty years ago. Time was when deer came down nearly to the anchorage, but the extension of the necessary works incidental to the creation of a dockyard has driven them back inland and made them more shy. Nothing, however, can take away from or in any way diminish the grandeur of Esquimalt Harbour. The time will come when its capacities will cause it to be recognised as the site of the great arsenal which it will be necessary for us to create in the Far West. For the moment, however, we are not concerned with its strategical importance, which really is of sufficient bearing upon our national life to be treated separately. Our picture shows the principal ships of our squadron in the Pacific lying at anchor in the harbour of Esquimalt. This is the store-place, as it were, of ships on the Pacific station. It has never had attached to it the importance which it deserves, and the very presence of the squadron there, as shown in our picture, which gives a clear portrayal of the bay of Esquimalt, is sufficient to indicate how great is the strategical importance of the place. We see the "Warspite," the flag-ship on the station; the "Icarus" and "Amphion"—working to the right—two other cruisers, and away to the left in the picture is the ill-fated "Condor." The "Icarus" belongs really to the same class, and both are sloops whose duty of course is, or was, rather that of police than of carrying out any active principles of war. If, indeed, war had been declared with any Naval Power, the "Icarus" and the "Condor" would probably have speedily sought shelter in some convenient harbour. The "Condor" is gone. Her loss is one of those mysterious tragedies of the sea which one hardly cares to think upon. It is the story of the weird ocean asserting itself again in its might, and laughing to scorn the feeble human efforts to dominate it.



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THE BRITISH STATION IN THE FAR WEST.

A scene in Esquimalt Harbour

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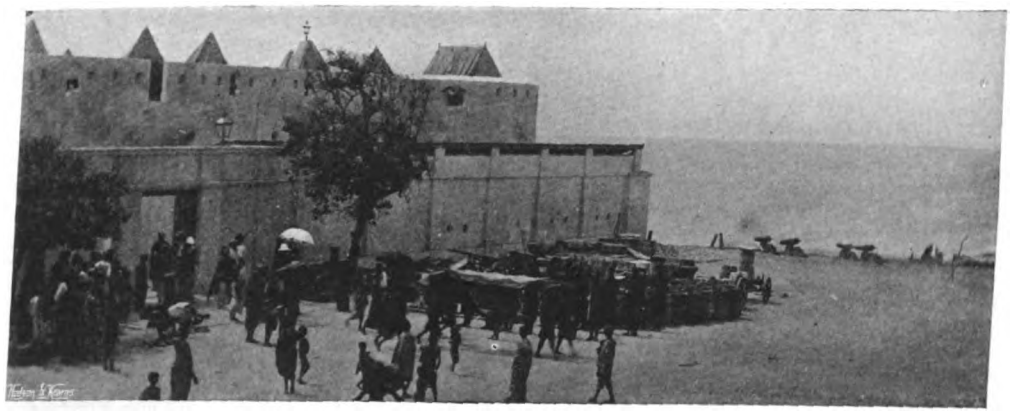

ENTRANCE TO CAPE COAST CASTLE.

WEST INDIAN RECRUITS.

BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

By IMPERIALIST.

THE British Imperial Army idea continues to present itself in new and various aspects to the public mind, but no argument has been adduced, no illustration provided, to render necessary or desirable any modification of the attitude taken up by the writer of these notes last week. The suggestion of "Imperialist," it may be repeated, is that, in the first place, it is idle to talk very seriously of elaborate schemes which have yet to receive the approval of the great Colonies themselves; and, secondly, that what is wanted above all, and long before any cut-and-dried system of organisation, is a uniform system of training, which would render the officers and men of the Colonial Forces readily interchangeable with the officers and men of the Regular Troops of the Motherland in any great Imperial emergency. For the very first point we have to consider in this matter is the probability that the next emergency may be of an entirely different sort from that which we have been going through during the past two years and a-half. In some cases in South Africa the Colonial trooper has been more valuable to us than our own Regular Infantry, but, of course, it might be very much the other way in any great convulsion in which the highly-trained troops of the Continent happened to be involved.

Without pursuing this subject further on argumentative lines, it is interesting to note that the Colonies have not been at all behindhand in formulating their views on the broad question of Imperial Defence as raised by Mr. Brodrick in his introduction of the Army Estimates. Already the Canadian Government and the Premier of Federal Australia have expressed opinions which show clearly that our anticipation of a rather incomplete acquiescence in any prepared and hard-and-fast project was fully justified. Mr. Barton, at Melbourne, has indicated his sharp dissent from any notion of a Colonial contribution to defence expenditure on a basis of so much per head of population. With that shrewd capacity for hitting a nail on the head which we so constantly meet with in Colonial statesmen, the Federal Premier remarks that any such proposal, in the first place, sounds like taxation without vote, and that, secondly, it would involve a greater drain upon Australia than she could afford. Mr. Barton's observations were called forth, it should be added, by an important letter in the *Times* over the signature of Mr. Gilbert Parker, M.P., to which we regret that we cannot make fuller allusion beyond remarking that that excellent authority evidently concurs in the broad line of policy advocated by this journal. For he regards it as quite possible that the germ of a military federation lies in "the co-ordination of over-sea permanent forces with Imperial military forces," which is just what we are driving at, although with a looser rein and less frequent use of the whip than some writers seem to think needful.

Canada speaks yet more plainly the language of free and independent Colonial sentiment in regard to home-made schemes of Imperial Defence. It seems to have escaped notice that the Dominion Government has recently made a statement in connection with the proposed post-Coronation conference between the representatives of the Mother Country and of the Colonies, which completely knocks the bottom out of any uniform "scheme" as at present devised. "The Canadian Government regards the commercial relation between the various sections of the Empire as the only one which gives promise of useful discussion." And, again, "Canada does not consider that, in the varying conditions of the Colonies, there can be any scheme of defence applicable to all." In view of such a pronouncement, of what earthly use is it to produce paper systems backed up by imaginary figures, all based on the assumption that the unanimous assent of the Inter-Colonial Conference is a foregone conclusion, and that a few officials in Pall Mall can make sure of hitting off to a "t" the combined requirements and susceptibilities of half-a-dozen very differently-situated, if not differently-minded, Younger Nations?

As for the establishment of recruiting stations in Australia and Canada, with a view to attracting young Colonials to serve in the British Regular Army, far be it from us to scoff at such high ideals; but it is quite ridiculous to say, as one writer does, that the only difficulty in the way of the successful realisation of this scheme seems to be the immense distance that the Colonial recruits would have to travel, at any rate in the case of Australia, in order to join their regiments. That might be surmounted by attaching them to regiments stationed in South Africa—or India—but you really ought not to set about cooking your hare until you have caught him. What preliminary inducement has service in the Regular Army of Great Britain to offer to the average Colonial who is not an utter wastrel, and a bad bargain at any price? Certainly not the inducement of pay. Even the "clear shilling" does not compare at all favourably with the average of about 5s. a week which a Colonial Militiaman or partially-paid Volunteer can make by giving up a little of his leisure to drills and camps. Of course, when there is fighting going forward, a certain amount of briskness in recruiting might ensue, but, even then, the all-round advantages of Home Army service can hardly be expected to attract Colonials when they compete so poorly with the prospects offered even by our own over-crowded labour market.

Let us turn abruptly from a subject which, deeply important as it is, is apt to become tedious, to the more inspiring reflections suggested by the recent public behaviour of New Zealand. The disaster to Methuen's force was received by that Colony in a fashion which is a sufficiently eloquent proof that, whatever may be the outcome of contemporary efforts to organise our Imperial defences, the spirit of individual Colonies is still something to be truly proud of. With the smallest excuse for a display of true Imperial ardour, the sentiment of an entire population seems to burst into a glorious flame, and everything is forgotten save the Old Flag and the absolute, imperative necessity for keeping it fluttering ever proudly in the breezes of the world's opinion. The other day the New Zealanders in South Africa bore the brunt of a very vigorous and almost desperate action. They behaved magnificently, lost heavily, and, amid the storm of applause which followed, the fortitude with which the Colony itself bore its own no inconsiderable bereavement was very impressive. Following on that splendid incident came the news of the serious reverse inflicted on us by Delarey. The tidings came to Wellington as the Government were sending forth their ninth contingent for South Africa. Mr. Seddon, the New Zealand Premier, had only one observation to offer on the subject. He thought that Delarey's success showed that Lord Kitchener wanted more mounted men. Accordingly, New Zealand was ready to send a tenth

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contingent. The New Zealand public's response to this observation was characteristic. "Send a twentieth!" shouted someone in the crowd, and this was "greeted with tremendous applause." Further comment, to use a well-known phrase, seems needless.

The illness of Mr. Cecil Rhodes is a subject to which it is impossible to do justice in a single instalment of such notes as these. The heading of this weekly contribution partly lends special emphasis to the inclusion of such a personality within the range of subjects treated, and yet at the same time deters us from making here any really sympathetic allusion to the true inwardness of the great empire-maker's character and career. One leaves the perusal of Mr. Howard Hensman's luminous and intensely interesting biography (Blackwood), which lies open before "Imperialist" as he now writes, with rather a mixed view of Mr. Rhodes as one by whom the end has always been regarded with franker impatience of the intervening obstacles than could with advantage be displayed by the average man. It is a truism, of course, to say that this is a common sign of superiority, and that, just as great lawyers sometimes display profound contempt for the law, so no one can go into the empire-making business without at times coming rather sharply in conflict with some Imperial notions. But it will be long, one fears, before the memory of certain passages in the siege of Kimberley is altogether obliterated from the minds of the British Army by the worthier recollection of that imperishable debt which the whole British Empire owes to this extraordinary man.

The writer only saw him once, but in circumstances which, trivial as they might seem, were curiously appropriate to his personality. It is an old story that Rhodes once said, as he drew his hand across the map of Africa: "That is my dream—that all red!" Well, strangely enough, the only glimpse "Imperialist" ever caught of him was with that map of Africa as a frame to his large person. It was at one of the big Earl's Court Exhibitions, in which there was a South African section, and the afternoon happened to be a dull one, and the number of visitors very scanty. The writer was passing by the corridor in which the South African exhibits were grouped, when he noticed a very small party, among whom was Mr. Cecil Rhodes, looking fairly amiable, but rather bored. He examined the exhibits rather listlessly, but the big map of Africa hanging on the wall fascinated him at once, and for several minutes he stood, evidently forgetting everything else, as he gazed at the now goodly patch which he himself had helped to make red. There was nothing of studied attitude in the pose, but it would be difficult to conceive one more characteristically suggestive than that of Cecil Rhodes, with his back to the public, suddenly lost in contemplation of a casual map of Africa.

SOLDIERS OF GREATER BRITAIN.

THE strengthening of the Empire by the marvellous display of its unity of feeling has been nowhere made more manifest than in New Zealand. Even stay-at-home Britishers knew little of what bone and muscle and, above all, what loyal hearts the old country had to draw on in case of emergency until pressure was brought by the present war. The display of brotherhood evoked by our necessities acted as a wholesome deterrent to our Continental friends (?), who gloried openly in the reverses of Britain at the beginning of the war.

Even now, when the war is approaching a satisfactory conclusion, a serious reverse brings forth a clamour of curs' tongues which the good old Home and Colonial bull-dogs can afford to ignore, and which is ignored as it deserves to be.

If some of our Continental well-wishers could have transported themselves to Glasgow Wharf, Wellington (name of happy omen!) on January 29 last they would have seen a sight calculated to make them think. On that day the Eighth Contingent from New Zealand sailed in the "Surrey" transport to South Africa, there to uphold the honour and glory of England's flag, as seven smaller contingents from the same loyal islands had done before. The North Island Battalion consisted of sixty officers and 1,110 men. In the course of a spirited speech the Premier pointed out that the contingent was being sent to replace the Sixth and Seventh Contingents, who had earned a rest by their long and gallant services. He appositely remarked that the more men sent the sooner the war would be over, and that the people of the Empire were determined to end this war.

A gala lunch was given to the contingent, after which the Governor pinned the ribbon of the White Star of the Distinguished Service Order on the breast of Captain Ralson, the honourable distinction having been won by this officer while serving with the Fifth Contingent of New Zealanders. His Excellency spoke many encouraging and brotherly words to the soldiers, and finally wished them God-speed and a safe return.

The Premier pointed out that the departure of the North Island Battalion was unique in the history of the new Zealand contingents, as this contingent was to form a separate New Zealand column intact. He had been promised this by the Secretary of State for the Colonies and by Lord Kitchener.

It is believed that detachments from the Colonies have found the discipline of the Home Army somewhat irksome, and it is, no doubt, wise to let them do things in their own way under their own officers, conforming, as they will, to the general idea of the Army. The New Zealanders have always fought well. It is to be hoped that the gallant Eighth Contingent will not find themselves trammelled by any red tape to which they are not accustomed.

Photo. Copyright. *J. Muir.*

LOYALTY BEYOND THE SEAS.

Enthusiastic send-off of the Eighth New Zealand Contingent.

The feature of the great send-off was the enormous crowd on the jetty and the adjoining wharfs. The picture gives some idea of the enthusiasm shown by the inhabitants. The sadness of "Good-bye" is forgotten in the exultation of each citizen in bidding God-speed to a brother bent on an errand of right and glory.

Not the least pleasing part of the speechifying which accompanied the ceremonious departure of these gallant men was the announcement made by the Premier that he wanted the world to know that New Zealand had 18,000 trained men now ready for the service of the Empire, as well as 25,000 members of rifle clubs who could easily be trained as soldiers. This is, indeed, good hearing for Great Englanders, as is also the announcement of the Maori chiefs and people that their services were at the disposal of the State whenever required.

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TAMMERS' DUEL.

By K. & HESKETH PRICHARD.

"STAND TO YOUR WORK AND BE WISE—CERTAIN OF SWORD AND OF PEN,
WHO ARE NEITHER CHILDREN NOR GODS, BUT MEN IN A WORLD OF MEN."

SYNOPSIS.

THE writer, Mr. Anson, meets Tammers at the Hotel Soleil Levant, St. Helier's, Jersey. Tammers has knocked about the world a good deal and made a fortune, which he is now engaged in enjoying. Anson meets an old friend, Major Algar, and later hears two foreigners discussing a duel. One of these gentlemen has evidently been forced to leave France on account of the scandal attaching to the duel. During dinner at the hotel, Tammers expresses his views on duelling and gives a very decided opinion about the duel fought lately in France, where a young Englishman, who knew nothing of fencing, had been killed by a noted duellist, Count Julowski. One of the foreigners resents this amid general consternation. Julowski is reported to be as deadly a shot as he is a swordsman, and the chances are that he will challenge Tammers. The captain of the steamer from France explains that the foreigner is Count Julowski himself; that he is the hero of forty-nine duels and a most dangerous antagonist; and is further of opinion that Tammers must fight him. The Count sends a challenge, and Tammers agrees to fight him three days later, Anson involuntarily becoming his second. The Count's second wishes the duel to take place on the following morning, and hints that the sooner it comes off the better. He also suggests pistols as the weapons. Anson seeks Tammers to arrange these points, but finds he has gone to bed and cannot be aroused. De Boivet, the Count's second, receives this news with contempt. In the morning Anson discovers to his dismay that Tammers has left in the mail-steamer for England, and the captain of the French boat openly derides the idea of his returning to fight the duel on Friday morning. De Boivet, on hearing of Tammers' departure from Jersey, openly sneers, and hints that Anson has been left in the lurch, and that Tammers will not return to fight. Major Algar appears to think much the same, but Anson sticks to believing he will appear in time for the duel on Friday. On Thursday morning the police arrive to arrest the Count and De Boivet, who accuse Anson of having given information to the authorities. They are just about to be taken away in arrest when Tammers appears, having just returned from England by the steamer, and endeavours to have them released. Finding this impossible, he drives to the Constable of St. Helier's, and in an interview convinces him that no quarrel exists, whereupon the Count and De Boivet are released. Tammers is introduced to Major Algar, and states that his choice of weapon for the duel is the assegai, his journey to England having been undertaken for the express purpose of getting a couple. Count Julowski declines to fight with assegais, giving as a reason that he would degrade himself in using the weapon of a savage. Anson is requested to have him informed that unless he does fight he will be kicked.

CHAPTER XIV.

HOBSON'S CHOICE.

THE evening had grown dark by this time, the sky was clouded, and a change in the weather seemed close upon us. As I went along the pier the wind whistled forlornly through the rigging of the ships. The Soleil Levant was already lit up, and looked invitingly brilliant. De Boivet, wearing a jaded expression, was sitting alongside Julowski on the bench in front of the hotel where I had first seen them. As I came up the Count rose, shivering, complained of the chill of the night, and went into the house. De Boivet, however, detected me on the outskirts of the lighted space and at once joined me.

In truly English style I opened what promised to be a very awkward conversation with a remark upon the weather.

"Monsieur will pardon my remarking that the English weather is like the English nation—one can never depend on either, they are prepared with continual surprises,' replied the Frenchman.

He was cold and irritable and sick of the affair we had yet once more to discuss, and even his marvellous politeness was wearing thin. I suspected that the Count was not an agreeable companion under the prevailing conditions. I was casting about in my mind for the form of words in which I could best convey my delicate mission, when De Boivet met me halfway.

"You have come, I hope, monsieur, to tell me that M. Tammaire has seen the force of M. le Comte's objections?"

"Mr. Tammers has fully considered the subject, and sees no reason to alter his determination to fight with assegais," I responded as gravely.

"Allow me to remind you," said De Boivet, "that the attitude adopted by M. le Comte is also the outcome not only of deep consideration, but also of long experience. He knows what he is saying, and he means it when he declares that he cannot take part in a duel conducted upon the methods of barbarians."

"I'm sorry for that," I replied. I was seeking fruitlessly amongst the keen points of my instructions for a blunt end whereby I might save the feelings of my companion. "Will he then consent to apologise?"

"As you are no doubt well aware, monsieur, M. le Comte is not in the habit of retracting his words," he observed, in his finest manner.

"Mr. Tammers will not be content without an apology as public as the insult," I said, going a step further.

De Boivet could not stomach this. He made a rasping sound between his teeth before he rapped out:

"It is out of the question! M. le Comte has never apologised!"

"Then he must make up his mind to fight, or——"

"But I have already told you it is impossible unless M. Tammaire will accept M. le Comte's conditions."

This he considered final, but, knowing Tammers, I had other views.

"I think you will guess that there is yet a third course open to Mr. Tammers," I went on.

But De Boivet expressed his inability to imagine what it could be.

"Can nothing move M. le Comte's resolve?" I asked in despair.

"Nothing! Absolutely nothing!"

We were still perambulating up and down in the dusk, and when we were at a safe distance from the hotel I gave him Tammers' message in explicit terms. I heard him choke in the dark.

"Are you sensible of the horrible position into which it has been the policy of M. Tammaire to thrust M. le Comte?" he asked, wrathfully, when he could find his voice. "He leaves him no choice but to fight with an unworthy weapon or to apologise in public."

I signified that though neither course appeared inviting, one of them was inevitable.

"Permit me, monsieur, to inform you that never before in his long social career has M. le Comte been treated with an indignity so altogether abominable!" cried De Boivet. "M. Tammaire is bourgeois—he is of the people. What will you? He is ignorant of what is due to a noble such as M. le Comte Julowski!"

"I'm not so sure of that," I said.

"M. le Comte regrets that he should have condescended to honour him with a challenge."

"It's too late to think of that now," I observed.

"But," went on the little man, "he was far from expecting anything of this kind!"

"I don't for a moment suppose he did," I agreed, with a smile that was luckily hidden by the darkness. "But now will you be good enough to tell me what answer I am to take back to Mr. Tammers?"

De Boivet was at his wits' end, but he made one last effort in the Count's favour.

"I, for my part, will not act as second in a duel so outrageous!"

We were passing under a lamp at the moment, and I perceived Tammers and Algar on their way to dinner at the hotel.

"If you will wait a moment," I put in, "I'll mention your objection to Mr. Tammers. There he is!"

I stopped Tammers, and told him De Boivet declined to act in so irregular an affair. But Tammers disposed of the difficulty at once.

"If that's so, the Count sha'n't want for a second," said

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he, handsomely. "Why, he can have you. I'll do without; I don't mind," and he walked on.

"Again I say, great is Tammers!" whispered Algar, as he followed.

De Boivet had overheard, so that there was no need to repeat the offer made by Tammers. He began to be aware that he was face to face with a great force, a man who knew his own mind and whose will carried all opposition before it.

"For my friend's sake I shall be obliged to act, but it is against my better judgment—that is, always allowing that the meeting takes place."

"To come to the point," I said, "the prospect before Count Julowski is now clear enough. An apology or"—I hesitated, and, driven by sheer pity for my companion, I ended lamely—"or the other thing, in fact."

"He will kick M. le Comte!" supplied De Boivet between his teeth. "In France we have a saying, 'Jeu de main—jeu de vilain'; this applies to your M. Tammaire. But you have forgotten one little thing—M. le Comte will fight!"

"I had almost given up all hope of that," I remarked stupidly.

De Boivet thrust his fierce moustached face up into mine with a gesture of concentrated rage.

"Ah! you do not know M. le Comte! He is dangerous!" (He rolled his *r*'s threateningly at me.) "But dangerous!—Ta-ta-ta—what is M. Tammaire in comparison? He is a sheep, and because the lion yawned he thrust his head between the jaws! That is the situation of your friend. M. le Comte has been outraged more than once in this affair, but you can trust him to pay back all his little accounts in full! *Au revoir*, monsieur, we will meet to-morrow morning."

Saying this, he made off towards the hotel as fast as his short legs could carry him.

I stood still, rather dumfounded by this outbreak. At the beginning of our talk I had been inclined to think the comedy was still in progress, when lo and behold! the scene was changed; all the factors that made for a tragical ending had returned in stronger force than before, and it now seemed very unlikely that to-morrow morning's meeting could pass without bloodshed.

I walked back a good deal sobered by the intensity of De Boivet's words. As I entered the large entrance hall I found the people streaming in to the *table-d'hôte*, and I stood aside to let them pass, and was thus witness of a little bit of by-play which in its sombre significance added to my apprehensions with regard to the duel.

Count Julowski also happened to be standing waiting near me. Amongst the line of persons entering the dining-room came Tammers, who gravely saluted the Count in military fashion as he passed. A vivid change came over Julowski's face. He drew back and stiffened, and the whites of his eyes shone out with a sinister gleam that reminded me of a vicious horse. Tammers, whether he realised it or not, was in the very vestibule of death.

In the same instant my eye lit on another countenance, whose expression deepened my own anxieties. Hilton, the captain of the French boat, had also been observing the Count; when he met my glance he slightly shook his head, and, avoiding me, took his place at some distance between two rabid tourists from Leeds. I took this to mean that as matters promised to end seriously, the less he appeared to be connected with the chief actors the better.

During dinner Tammers seemed to be enjoying himself. He ate his *fricassée* with relish, and chatted cheerfully to Algar. Later on he monopolised our end of the table completely. His conversation for some reason ordinarily commanded general attention.

Dinner over, I followed him to his apartments.

"TAMMERS DID SEVERAL VERY EDIFYING PASSES."

"Come along in, Anson. Well, what's the latest?" he called out.

"The Count will meet you as arranged."

"With assegais?"

"Yes, I suppose so; you didn't leave him much option."

"No, of course not." Tammers returned, thoughtfully. "He looked about as healthy as a hungry adder to-night."

"He is in a malignant ill-humour," I remarked.

Tammers looked up at me in a little surprise. Something in my tone seemed to strike him.

"Why, so I expected," he said; "that's the point of it."

I had not the spirit left in me to ask what point, but on thinking it over since it is apparent enough.

Presently he brought out the carpet bag and showed me the assegais.

They were big-bladed, infernal-looking weapons of dark steel, and Tammers did several very edifying passes, and explained to me minutely the result on your opponent of the upward scoop, which, to say the least of it, promised to be effective, if not final.

"Do you intend to try that scoop with the Count?" I asked.

The aspects of the encounter were becoming graver and graver, and I fervently wished it was over and done with.

"It is hard to say yet what may be necessary," he replied judicially. "This is going to be a big thing, Anson."

Which certainly seemed likely — big enough to last most of us for our lives.

The Count had reminded us that we English were a nation of shopkeepers. This may be true, but on that night it occurred to me that we are never in a hurry to put up our shutters.

(To be continued.)

ANSWERS TO CORRESPONDENTS.

"L. B."—The letters "K.S." after Lord Saumarez's name on the engraved portrait of the admiral that you refer to mean "Knight Grand Cross of the Royal Swedish Military Order of the Sword." From 1808 to 1812 Lord Saumarez, then Admiral Sir James, commanded the British fleet sent to the Baltic to keep in check the Russian Baltic Fleet and prevent it from overpowering the Fleet of Sweden, then our ally. Previous to his departure for England, at the end of 1812, Sir James received a superb sword from Bernadotte (the French ex-marshal), Crown Prince of Sweden, with a letter expressive of the sense which the Swedish Government entertained of his services. On June 24, 1813, in London, the Prince Regent, in compliance with the request of the King of Sweden, invested Sir James Saumarez with the insignia of a Knight Grand Cross of the Royal Swedish Military Order of the Sword, conferred upon him by the King of Sweden as a distinguished testimony of his royal regard and esteem. That is what the two letters "K.S." in this case refer to.

* * * *

"TREBARWITH."—The difference between Martial Law and Military Law is, briefly stated, as follows: Military Law is permanent in its nature, being part of the established statute law of the land. It governs the soldier at all times, in all places, but only applies to certain civilians at certain times. It requires no proclamation. Martial Law is of temporary nature only, as it is no established law, and has no definite code, but is the will of the general or executive, acting in accordance with the custom of war on emergency. It may be applied to civilians. It is of limited duration only. It must be proclaimed by the legislature or executive, who must on each occasion define its limits as to the persons subject to it, time, and place. It is only applied to officers and soldiers in exceptional circumstances. You should consult the "Manual of Military Law," issued by the War Office, Lieutenant-Colonel Gunter's "Outlines of Military Law," or Captain Boughey's "Elements of Military Administration and Martial Law." Any of these would help you to a clearer idea of what Military Law is. The advantages claimed for Military Law are: Firstly, that its procedure is quicker and simpler than that of ordinary law; and, secondly, that its provisions come under public criticism of Parliament annually, and can be easily altered to suit the requirements of the day.

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THE HOSPITAL-SHIP "MAINE."

THE three pictures on this page illustrate in a general way the fittings on board a modern hospital-ship. We have been long in following the lead of the enterprising Japanese in this respect, and even now our first essay is the result of a free gift to the nation.

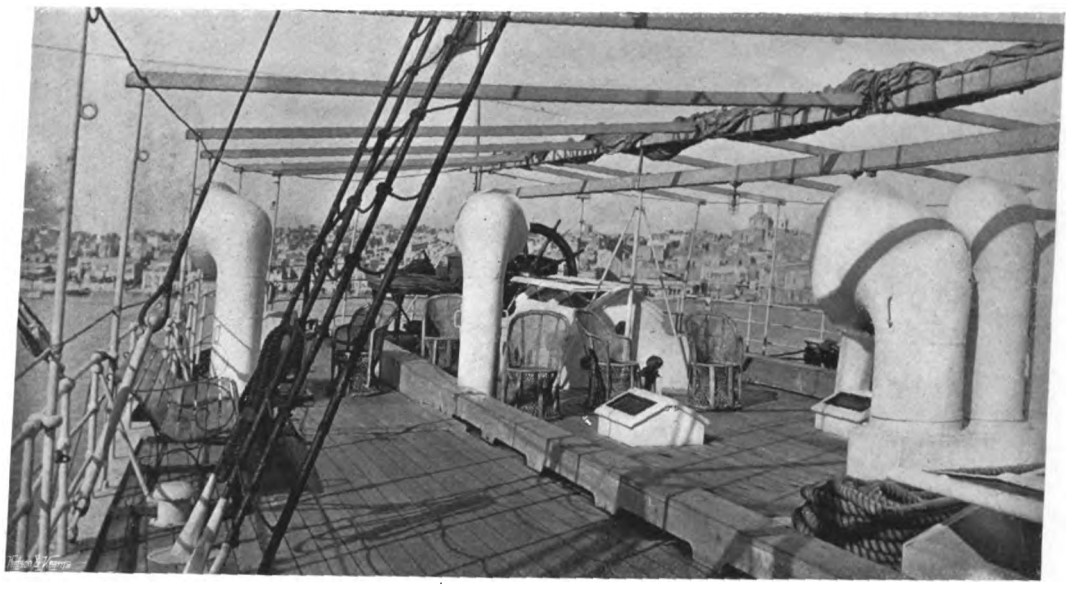
His Majesty's hospital-ship "Maine" will always be celebrated for two things. She was the first ship ever despatched by a nation to succour the wounded of another State, and she is now the first hospital-ship to be regularly attached to a British fleet. Everyone will remember how touched we were as a people when, in the dark days of December, 1899, the "Maine," the American ladies' hospital-ship, left England for South Africa.

Her departure marked a unique event in the history of nations. She flew four flags—the Union Jack, presented by her late Majesty Queen Victoria, who was deeply interested in her; the Stars and Stripes, in recognition of the kindly kinswomen across the far Atlantic who subscribed so generously and so willingly to alleviate the horrors of war; the Red Cross, in token of her mission of mercy; and finally the Admiralty Transport Flag, to denote the department under which she served. She was splendidly equipped and fitted with all the latest appliances of modern surgery. Her staff of doctors and nurses were Americans, with the exception of Surgeon-Lieutenant-Colonel Hensman of the A.M.S.

After doing good work in South Africa, and afterwards in China, she was attached to the Mediterranean Squadron in the spring of 1901, and in May brought home a batch of invalids from Malta. On July 1, 1901, the First Lord of the Admiralty, in reply to a question in the House, was able to state that she had been offered and accepted as a free gift to the nation. This most handsome bequest included all her hospital fittings and surgical appliances.

In September last she was sent to Portsmouth to refit and have certain small alterations made in her equipment to suit her for work in the Navy. She is now attached to the Mediterranean Squadron. She has a merchant service crew, and does not appear in the regular Navy List, but her surgical staff are all Naval. She carries one fleet-surgeon, four or five surgeons, and about fourteen sick-berth attendants.

She can accommodate over 200 patients, and will be a great boon to the Navy serving "up the Straits." The Mediterranean during the summer months is very hot, and the fever peculiar to it is much to be dreaded, not so much for its ill-effects at the time, though these are bad enough, but more for the lasting result which a really bad attack has upon the strongest constitution. Those who have once been severely attacked are always liable to a return, even in temperate climates; but now that convalescents and fever patients generally can be placed on board a properly-found hospital-ship, it is expected that the health of Mediterranean crews will materially benefit.

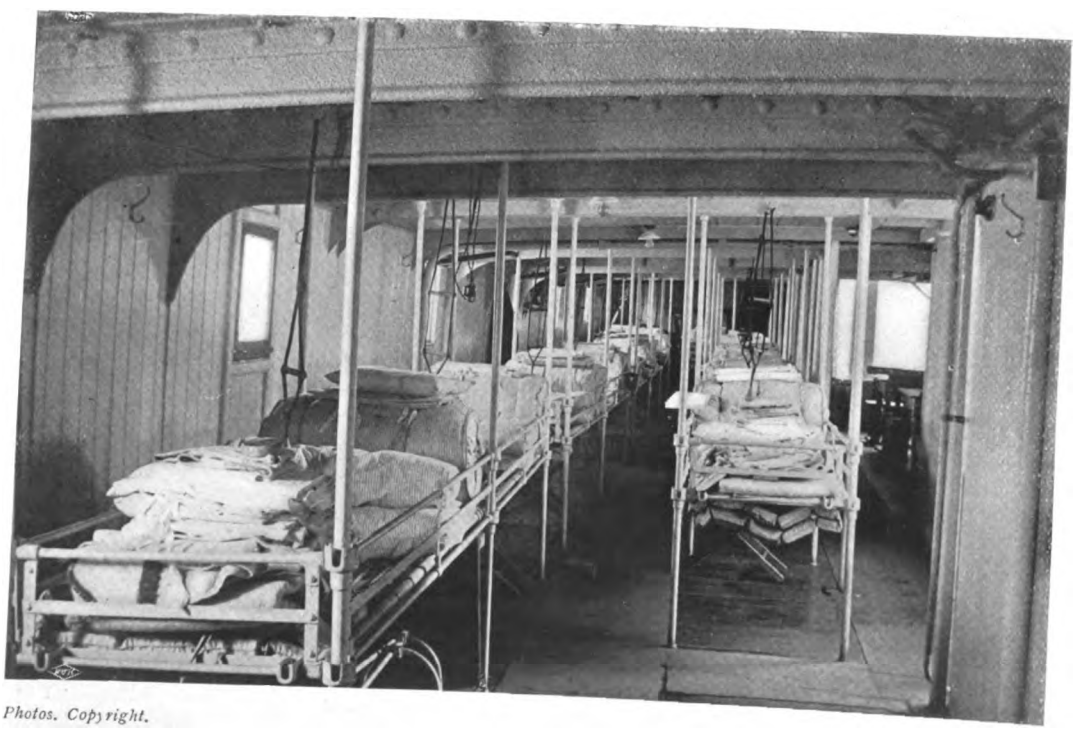


THE UPPER DECK, AFT.

Taken in Malta Harbour. The awnings and deck chairs make it comfortable for invalids.

THE OPERATING THEATRE.

Lit by electric light and fitted with the latest appliances.



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ONE OF THE WARDS.

There are five of these, called respectively the Columbia, Britannia, Whitelaw Reid, Baker, and Committee, accommodating 218 patients.

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A ROYAL LANCER.

Photo. Copyright. *Elliott & Fry.*

ONE OF THE "SUPPLE TWELFTH."

A Trooper of the 12th (Prince of Wales's Royal) Lancers.

Here is a smart representative of a very smart regiment now in South Africa, where, by the way, the 12th Lancers did good service in the Kaffir War of 1851-52-53, in which there was a good deal of stiff fighting, brought to an end by a bloodless expedition against the Basuto chief, Moshesh. But the "Supple Twelfth" has other than South African laurels. Raised in 1715, it wears not only the Prince of Wales's Plume and the Red Dragon, but also the Sphinx superscribed "Egypt"; and it served nobly in the Peninsula, at Waterloo, in the Russian War, and in Central India. The uniform is blue and the facings and plume are scarlet.

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WATCHING THE TARGET.

Photo. Copyright. *Cribb.*

A FIRING CLASS PRACTISING AT SPITHEAD.

On board a destroyer which acts as tender to the Gunnery School.

The twofold destructive mission of the destroyer rests as much with her guns as with the torpedoes which form part of her death-dealing equipment. For it is on her guns she depends to cripple the enemy's torpedo-boats, and it is distinctly important that the marksmanship of her crew should be of a high order, and that the terrible hail from her 12-pounder and 6-pounder quick-firers—specimens of both of which are shown in the picture—should be as well directed as it is rapid, and otherwise disagreeable to the chase. For a torpedo-boat going at full speed is not an easy object to hit from the deck of a destroyer steaming a few knots faster still.

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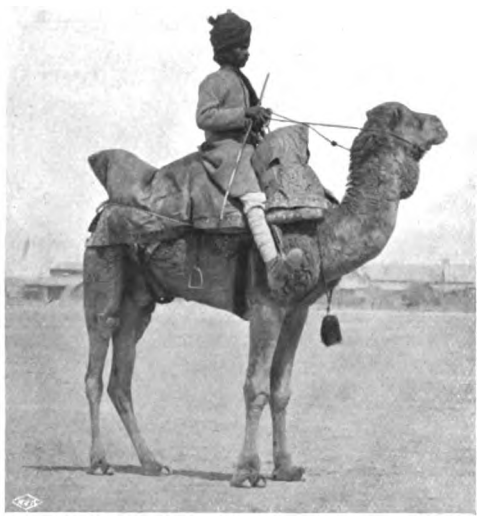

A CAMEL ORDERLY.

The 24th (Baluchistan)

(DUCHESS OF CONNAUGHT'S OWN)

Regiment of Bombay Infantry.

A MULE ORDERLY.

"ADEN," "CENTRAL INDIA," "AFGHANISTAN, 1879-80."

THIS gallant corps was raised in June, 1820, and was called the 2nd or Marine Battalion. In October of the same year it was sent on foreign service to the Persian Gulf, and remained there till January, 1823, when it was ordered back to Bombay.

In 1823 the designation of the 2nd or Marine Battalion was ordered to be discontinued, and the regiment was called the 2nd Battalion, 12th Regiment Native Infantry. The following year the designation of the regiment was again changed, and its number altered to the 24th Regiment Native Infantry, which number it has held ever since.

Nothing stirring occurred in the regiment's history until 1839, when on January 19 it took part in the storming and capture of Aden. For its services on this occasion "the Governor-General of India was pleased to permit the word 'Aden' being borne upon the colours and appointments of the regiment."

In November of the same year a desperate attack was made by 5,000 Arabs on Aden, but it was repulsed with great loss to the enemy, and the regiment was complimented by the Government of India on the courage and firmness it displayed on the occasion.

From 1839 to 1857 the regiment served in various parts of the Bombay Presidency, but nothing occurred to break the monotony of peace. On July 8, 1857, the regiment, with Major Duncan in command, formed part of the Deccan Field Force under Major-General Woodburn at Aurungabao, which eventually joined the Central India Field Force under Sir Hugh Rose. From January, 1858, till December, 1859, the regiment was continually fighting with the rebels, and took part in the following actions: Storming of Fort Ralghar, January 28, 1858; relief of Saugor, February 3, 1858; storming of Fort Garrukota, February 11, 1858; siege of Jhansi, March 21 to April 2, 1858; storming of Jhansi, April 3, 1858; defeat of Tantia Topee (rebels numbered 20,000 and 24 guns; 18 guns captured in action, remainder abandoned by enemy in their flight); action of Koonch, May 6, 1858; action of Jallowlee, May 16, 1858; capture of Kalpee and Gwalior, June 19, 1858.

In the records of the regiment there is a note that, "during this year's campaign the men had hardly ever more than one night in bed, and on many occasions the guards could not be relieved."

From July 10, 1858, to December, 1859, the regiment was broken up into detachments, and had constant skirmishes with the rebels at Garrat, Mhow, Malioni, Saldra, Putna, Rajghar, etc. Loss during the campaign: One lieutenant, 3 subadars, 1 jemadar, and 47 rank and file killed.

On return from field service the regiment was sent to Belgaum, and served there and at other stations in the Bombay Presidency until 1880, when it was ordered to Quetta and took part in the Afghan War. During this campaign it was constantly employed on detachments between Quetta and Chaman, and afterwards in the Hurnai Valley, nearly the whole time being split up or on convoy duty. The losses during the campaign were all, with the exception of one havildar, who was killed, from fatigue and exposure, and numbered three Native officers and 111 rank and file.

The regiment returned to India after the Afghan War in 1883, and served in Belgaum, Bombay, Quetta, Loralai, and Rajkote until 1891.

On December 9, 1891, new colours were presented to the regiment by H.R.H. the Duchess of Connaught in place of the old colours, which had been presented by Lord Napier of Magdala in 1869, and in recognition of the event, and with the consent of Her Royal Highness, the regiment was granted the distinction of being called "Duchess of Connaught's Own."

In 1891 the regiment was reconstituted and localised in Baluchistan, its composition being changed by the substitution of men recruited from the Border tribes. The mustering out of the old corps was completed by June 30, 1891, and the new corps started in Baluchistan under the command of Colonel M. H. Nicolson, C.B., A.D.C. to the Queen. By the end of November of that year it was 500 strong, and consisted of Afridis, Yusufzais, Ghilzais, Baluchis, Duranis, Waziris, and Kakars. The classes of which the regiment was composed had, however, to be changed from time to time, and have now been fixed at two companies of Hazaras, one company of Khattaks, one company of Waziris, two companies of Punjabi Muhammadans, and two companies of Sikhs.

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PREPARED FOR THE WEATHER.

Hazaras in Quetta warm clothing.

Punjabis, Sikhs, and Khattaks are too well known for their excellent qualities as soldiers to need further mention, but a few remarks about the Hazaras and Waziris may be interesting. The Hazaras come from the centre of Afghanistan, west of Ghuznee, and are Shiahs by religion. They are very fair in complexion, and look very like Chinese. They make excellent soldiers, are good marchers, and very plucky. This regiment and its linked battalion, the 26th Baluchistan Regiment, are the only regiments which enlist them. The Waziris are all Mahsud Waziris, and this is the only regiment that has enlisted them so far. They make really good soldiers, are of excellent physique, and though perhaps the most accomplished thieves to be met anywhere, do not take long to settle down, and behave well after they have once been enlisted and trained.

In 1893 Colonel Nicolson left the regiment, on getting

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command of the Deesa district, and Major (now Lieutenant-Colonel) A. A. Pearson was appointed commandant. In March, 1896, the regiment, which was then stationed at Chaman, was ordered to Mombassa, in East Africa, on active service, where it arrived on March 15. It was at once employed in a campaign against the Mazrui rebels, which was carried out so successfully that by May 25 the whole country was cleared, the rebels having either surrendered or bolted into German territory. The duties performed by this young and untried regiment were most arduous — constant marching through swamp and jungle, and the climate very deadly—but the operations were so successfully planned and carried out by Lieutenant-Colonel Pearson that what had taken the authorities there more than a year to accomplish was completed in three months. Lord Salisbury telegraphed his congratulations on the speedy and successful issue of the operations, and the regiment was granted the African medal. It returned to Baluchistan in July, 1896, and has been stationed at Quetta since then. The illustrations which accompany this article nearly all explain themselves, and give a good idea of life in the regiment.

The regiment has also proved itself efficient in other ways. In the annual assault-at-arms held in the Quetta district, where from eight to ten regiments compete, the 24th has always held its own by winning most of the important events, such as bayonet exercise, physical drill, etc., and in 1898 it carried off ten first prizes.

At the Annual Quetta District Rifle Meeting it has also done well. In 1898 it carried off the Rapid Volley Competition, Attack Competition, Inter-Company Match, and Route-marching Competition. In the last-named competition, a squad of eight men from a company had to march ten miles, finishing up at the 500-yds. firing point on the range, fire five rapid volleys, double to 300-yds., and fire five rounds independent in one minute. The regiment entered two squads, and won the competition. The winning squad marched the ten miles in two hours and twenty-two minutes and made seventy-five hits, out of a possible eighty, on the target—a wonderful performance.

The effective establishment of the 24th (Baluchistan) Regiment consists of 8 companies with 1 commandant, 2 wing commanders, 5 wing officers, 1 medical officer, 8 subadars, 8 jemadars, 40 havildars, 40 naicks, 16 drummers 784 sepoys, or 896 of all ranks (Native). Non-effective Native staff, 1 subadar-major, 1 native adjutant, 1 drill havildar, 1 drill naick, 8 pay havildars, 1 drum-major, 1 pipe-major.

AS AT ALDERSHOT.

Recruits at physical training.

Photos. Copyright. "*Navy & Army.*"

GROUP SHOWING CLASSES ENLISTED IN THE REGIMENT.

1, 2, Afridis, 6, 10, Waziris, 12, 15, Hazaras, 3, 4, Punjabis, 7, 8, 9, 14, Ghilzais, 13, Khattaks, 5, 17, Sikhs, and 11, 16, Kakars. Numbers begin with left top row and run from left to right.

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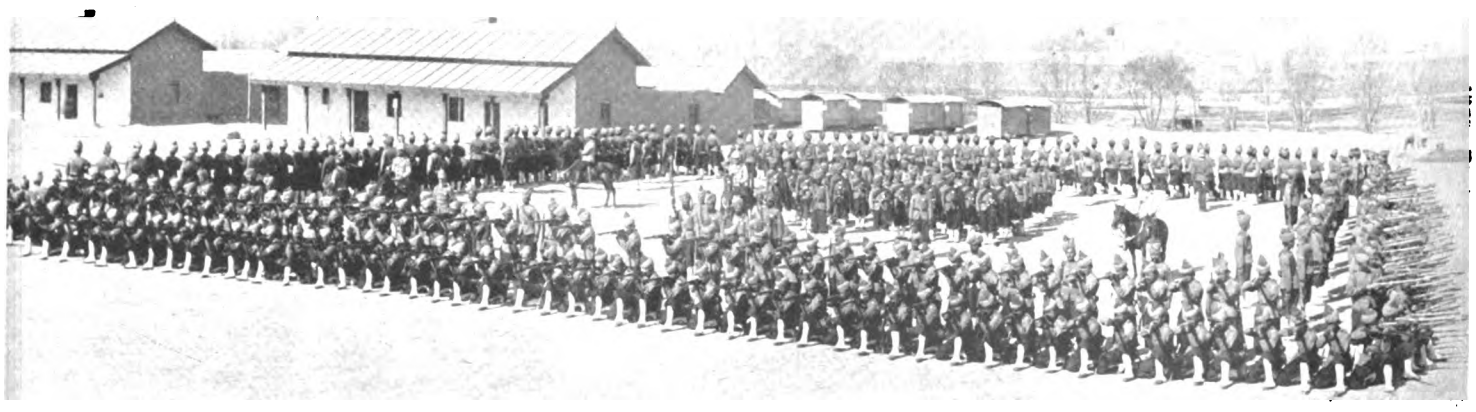
BRITISH AND NATIVE OFFICERS.

Reading from left to right the names are—Back row: Jemadar Rasul Khan (Khattak), Jemadar Baz Khan (Kakar), Lieut. C. H. K. Chauncy, Jemadar Ghulam Husain (Punjabi), and Jemadar Nurdin (Punjabi). Second row: Jemadar Sultan Khan (Ghilzai), Lieut. W. J. Mitchell, Lieut. H. W. Ashburner, Second Lieut. C. E. Bruce, Jemadar Abdulla Shah (Punjabi), Lieut. J. Macpherson, and Jemadar Walai Khan (Durani). Third row: Capt. C. W. Jacob, Subadar-Major Khan Bahadur Hazrat Shah, Sardar Bahadur (Khattak), Lieut.-Col. A. A. Pearson, Subadar Shah Mast, Bahadur (Mohmand), and Capt. W. H. Wooldridge. Front row: Capt. D. C. Johnston, I.M.S., and Subadar Dost Muhammad (Hazara).



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THE REGIMENT IN SQUARE.

Prepared to receive cavalry.

"Navy & Army."

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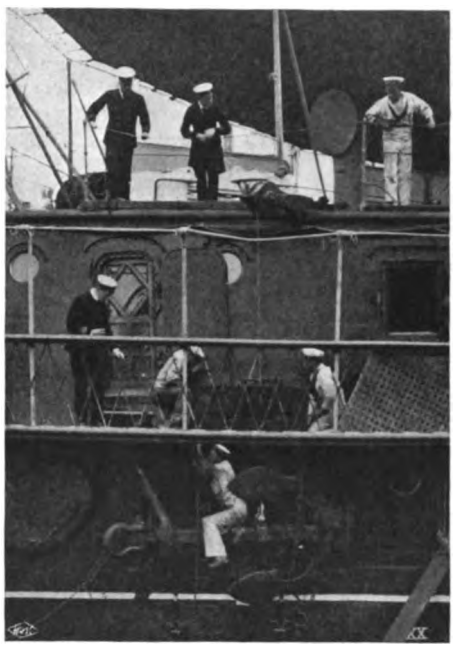
AN ARAB SCHOOL.



STOWING ANCHOR.

ROUND THE WORLD.

Per Mare, Per Terram.

By UBIQUE.

THE PRINCESS OF WALES has this week performed the time-honoured custom at the launch of the battle-ship "Prince of Wales" at Chatham. It is with peculiar gratification that English people witness members of the Royal Family taking part in anything that concerns the main defensive force of the Empire, and the launch of the new battle-ship will long be linked in the public mind with that of the "Queen" by Queen Alexandra recently at Devonport. Several ships of note have borne the title of "Prince of Wales." One, which served for James II., after his exile, was captured for his successor on the English throne in 1693. Another, a 74, was Barrington's flag-ship in the brilliant capture of St. Lucia in 1778—an episode of great fame in our Naval annals—and was involved in Byron's unfortunate action off Grenada in the following year. A third, a 98, was Admiral Harvey's flag-ship in Bridport's victory off the Ile de Groix, June 23, 1795, and at the capture of Trinidad in February, 1797, and of Surinam in 1799. Calder had his flag in the "Prince of Wales" in his famous and much-discussed action, which was the precursor of Trafalgar. The services of successive ships of the name must not detain me longer, but we all hope that the new "Prince of Wales," launched in such auspicious circumstances, will have a history as glorious as that of any of them, if we should, in her time, be involved in Naval war. Chatham has done justice to itself on this occasion, recalling the memorable day in April, 1876, when another Princess of Wales—our present beloved Queen—launched the "Alexandra" at the same dockyard. Then, as now, countless thousands gathered to witness the event so honoured and adorned by the royal lady who has so gracious a successor in her title. The close association of the Crown with the Navy is part of the heritage of our great traditions.

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WHATEVER may be the verdict of the future upon Mr. Cecil Rhodes, that of the present must accord him a high place among empire-builders. Men have had their minds of late much fixed upon his services, and there are few who do not believe them to be great and enduring. There have been faults which the more circumspect would have avoided, but, in a large sphere, through his foresight and tenacity, substantial work was achieved which all may now admire. "Falstaff and Tom Jones," said Macaulay, "have survived the gamekeepers whom Shakespeare cudgelled and the landladies whom Fielding bilked." And so, in looking at the work of Cecil Rhodes, we recognise the greatness of the results, and forget some weaknesses in the manner in which they have been attained. We have not to claim that indulgence for him which Burke claimed for Warren Hastings—that the veil must be drawn down over the beginning. Conspicuously Mr. Rhodes worked through long years with unrelaxed energy for the good of England and the British Empire. His was always a definite policy. He foresaw the federation of South Africa under the British flag, and the influence of his personality and his policy have been the main inspiration of those who have rallied to the cause. He has been reproached because of his wealth, but let it be remembered that he regarded it as the means to an end. It gave him the power of converting thought into action, and his Africa is an Africa free to all white men, not the exclusive Africa of the Krugerian oligarchy.

OUR British Pro-Boers are own brothers to the American Pro-Filipinos. These latter gentry are veritable *gobe-mouches* of anything to the discredit of their country and its soldiers. The concentration camps in the Philippines have been denounced vehemently as centres of brutality and infamy, but practically every charge has been disproved. The camps were instituted for the same reasons that led to the formation of like camps in South Africa. The enemy would fly, but rarely fight, appearing and disappearing like the Boers, and "every village and every ranch in the island," says the report on Marinduque, "was a commissary store and supply station for furtive insurgent bands." Major Smith, therefore, concentrated the inhabitants, destroyed the growing crops, and speedily caused the enemy to throw up the sponge. A huge outcry has also been raised in relation to the so-called "water-cure," which General Funston's men are said to have applied with the purpose of obtaining information from captives. It is a form of torture, which one returned soldier says has killed hundreds. Enquiry has been made, and General Funston himself characterises the statement as a slanderous lie, altogether devoid of foundation. Evidently there is a remarkable parallelism between the methods of Pro-Filipinos and those of some Pro-Boers. The whole business does not, however, attract serious attention in the United States, where the absurd statements are regarded as their own confutation. Moreover, the campaign itself is not ever-present to our cousins. Their huge surplus pays the bill, and no pocket suffers, while the loss of life is small, and no long casualty lists like those from South Africa harrow the public mind.

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APPARENTLY the representatives of certain of the Powers are attempting to maintain the foreign government of Tientsin as a means of wringing concessions from the Chinese, who not unnaturally resent the continued occupation of the chief city of their metropolitan province. This, combined with the closing of native banks, and the non-collection of the salt harvest, is inflicting a serious pecuniary loss upon them, not to speak of the question of prestige. The unctuous expressions of friendship for the Celestial Empire which the Russian Minister has addressed to Wang-Wen-Shao, the Assistant Plenipotentiary, are another illustration of the desire to squeeze, the occupation of Manchuria being the means. The boundaries of the two countries adjoin one another "as the lips of a man, or the axle to the wheel." It is the Codlin and Short story over again. What country can have friendship for China so great as Russia? "What grieves you, grieves my people; what makes you glad, rejoices us. But other countries are not thus!" Manchuria is dear to the Chinese, and, therefore, out of very sympathy, the Russians set great store upon it, and continue to occupy it for its safety. "Do not doubt our integrity, therefore, or mistake our motive in remaining here for some years." But the height of this *comédie diplomatique* is reached in the proposed agreement which follows. There is a demand for exclusive privileges as against Great Britain and Japan in regard to the Shan-hai-kwan Railway, with a heavy payment by China, and also to the opening of mines. The Chinese are asked to pay for Russian troops and do other things for Russia's advantage. Well may they pray to be saved from friends like these, who do protest too much.

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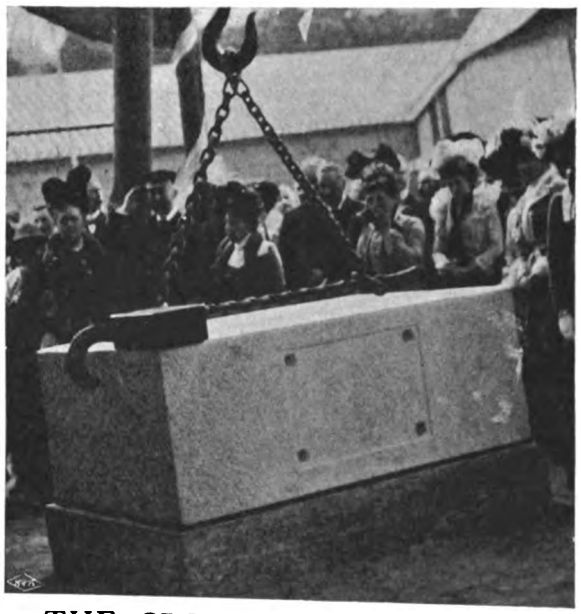
THOSE who would journey, *per mare, per terram*, "Round the World" must needs be put to considerable toil and expense in their progress. In these pages the moving course of events is presented to them as they sit at home, and they are witnesses of some of the workings of diplomacy, and of the progressive evolution of our own Imperial idea. If more is needed for their world-survey it is permissible to draw attention to the stereoscopic photographs of Messrs. Underwood and Underwood, which are a marvellous revelation. Better photographs have rarely been taken, and in the form in which they are prepared they form a stereographic library, the volume-like boxes, ranged in a bookcase, or placed on a shelf, depicting almost every country of the world, or as selected. Looked at through a light and elegant stereoscope the effect is of sun-sculpture. The one-eyed camera takes pictures which, however good, are flat, whereas with a picture taken for each eye, the effect is altogether different when one image is superposed on the other in the stereoscope. Then there is depth of vision, and foreground and distance are realised, every object standing out in relief as in very life. The pictures I have been looking at are of Russia, and the impression is of actually seeing places and events—all profoundly interesting. There is, moreover, a clever little book to describe and explain. It is an admirable idea, carried out with perfect success, and the various series of pictures, all with the character of actuality, are an endless source of delight, while the scenes become living realities, and are full of instruction and entertainment. It is interesting to know that such importance is attached in the United States to Messrs. Underwood's stereoscopic "tours," that they have been purchased for the West Point Military Academy.

THE DOCKYARD EXTENSION AT HONG KONG.

IT is just sixty-one years ago since "The Fragrant Streams"—the translation of Hong Kong—came into the possession of the British Government. The concession on the part of the Chinese was not wholly voluntary, but China has naturally never made any attempt to revoke it, and Hong Kong, situated as it is at the mouth of the Canton River, has grown in importance as time has gone on. The men who arranged its transfer to this country at the close of what is generally—and wrongly—described as the first opium war, must have had a keen idea of Naval strategy. It was a wretched place in 1841, occupied only by a few Chinese, who were almost destitute. Apparently no worse spot could have been chosen for cession, but the men who were working for Britain recognised the value of the strategical position, and the result has been the creation of an "Eastern Gibraltar." The description, familiar as it is to those who know China, is not quite accurate. Hong Kong is an island, whose chief town is really Victoria, though commonly called Hong Kong, but attached to it is the peninsula of Kowloon, divided from it by the narrow waters known as the Ly-ee-moon Pass and the small Lema Islands, with Stonecutter's Island now strongly fortified. The range of modern guns, however, rendered the shore side accessible to hostile fire, and in 1898 an agreement was made with China by which a portion of territory, including Mirs Bay and Deep Bay, on each side of the isthmus, was leased to Great Britain for ninety-nine years. A mere nominal lease of territory, however, will not suffice to protect Hong Kong on the land side. No doubt this has been provided for. The place is both a Naval and Military station, and is the headquarters of our squadron in the China Seas. That squadron has recently increased largely in numbers and strength, and the result has been that it has been found necessary to materially increase the accommodation in the dockyard. As a matter of fact, there had been complaints for years that the dockyard was not equal to the requirements of the squadron, even when the number of ships on the station was much smaller than it is now; and, with the increase of the force, which will apparently be permanent, it was decided to make an important increase in the accommodation afforded by the dockyard. Of course, there was some local friction. There were people who wanted the extension carried out on the island. There were others who thought the new works should be executed on the mainland. At any rate, a new dock is to be made. Naturally such a work must have its concomitant parts. A dock is not made without labour, and, moreover, the existence of a dock implies various adjuncts, such as workshops.



THE CROWNING CEREMONY.

Mrs. Powell laying the foundation-stone.

These are to be provided, and the necessary land is to be reclaimed from the sea. This reclamation is always a tedious, and sometimes an uncertain, process, and it will be interesting to see how the great firm which has the work in hand at Hong Kong will deal with the details of the gigantic operations which fall under its control. The portion of Portsmouth Dockyard which is still known as the Dockyard Extension affords an illustration. The whole of it was reclaimed from the sea, and reclaimed by convict labour, a fact which it may be as well to bear in mind at the present day. Moreover, not only are shops to be erected, but a basin is to be constructed. This is a great point, if the basin is wisely built, for what is really required in all yards is an abundance of non-tidal jetty room, with space to turn a ship. This fact is too often forgotten, and basins are made of an exaggerated width, in forgetfulness of the fact that a good deal of useful space is thereby lost. At Hong Kong there will be no such mistake—there is not the space to play with; but the work can be well done.

The foundation-stone of the new docks was laid by Mrs. Powell, wife of the Commodore, and our two pictures adequately represent the ceremony. The whole work is to be completed in four years.

Photos. Copyright. "GOD SAVE THE KING." *Mee Cheung.*

The close of an auspicious day.

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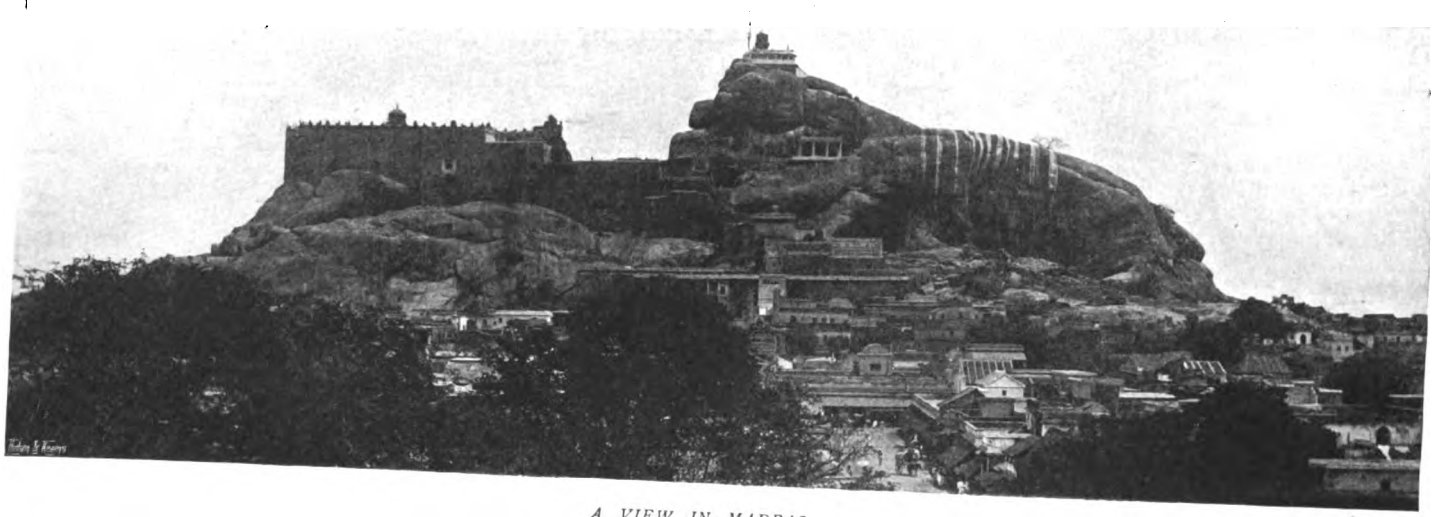

A VIEW IN MADRAS.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

IT must be sorrowfully admitted that, generally speaking, the Members of the House of Commons, collectively and individually, do not shine in the discussion of Indian affairs. The inept, *mal à propos* fashion in which the Indian Army, in particular, receives attention at the hands even of Hon. Members who ought to know better, is entirely amazing to the average Anglo-Indian. The other day, for instance, when the question of reinforcements for South Africa was under allusion, Mr. Winston Churchill professed himself anxious that, in view of the necessity of sending trained troops, the Secretary of State for War should reconsider the question of employing Native Indian soldiers. A more silly and unnecessary interposition it would be difficult to imagine, and if the Hon. Member thinks that this sort of thing is pleasing to the more thoughtful representatives of the Indian Army, I am quite sure he is vastly mistaken. What sort of compliment, any way, would it be to that Service to be brought in at the tail end of the war, with next to no chance of winning any but a trivial distinction compared with that achieved by the British troops already engaged. Fancy saying to a first-rate Punjab or Bengal cavalry regiment: "We have done all the real fighting, but there may be a few incidental scrimmages, and there is any quantity of trying work—suppose you go out and help to sweep up!" For that is what the suggestion of employing the Indian Army in South Africa at this stage would, practically speaking, amount to. Such rubbish may suit Oldham audiences—I doubt if it does—but it will not appeal much to the fighting classes of India, who are keen enough to fight in any sort of Imperial warfare, but who ought not to be insulted by being first carefully—and doubtless wisely—kept out of a great campaign, and then have it proposed that they should put in a little desultory, hard, and inglorious work at the finish.

Then look at the absurdity of deferring to Continental sentiment at the outset in the matter of employment of coloured troops against white men, and afterwards, at the end, stultifying ourselves by doing what we professed ourselves ashamed to do when, not to put a fine point on it, it would have been very much to our advantage to have done without considering anybody's susceptibilities. Why should we, now that, at any rate, the end is not far off, bring upon ourselves the storm of Continental obloquy which we were afraid to face two and a-half years ago? But, perhaps, one must not take Mr. Winston Churchill too seriously in regard to a subject of which his brief experience as a "cornet of horse" in a British cavalry regiment has not necessarily rendered him a complete master.

Two other M.P.'s have lately brought their great minds to bear upon Indian military subjects with doubtfully illuminating results. One wanted to know whether, simultaneously with the increase of pay which is to be given to the British soldier, Jack Sepoy is also to have a rise, and has been informed that the latter has had his pay increased twice within the last decade, and that no reason exists for raising it again just yet. The Indian civil community can hardly be expected to applaud this legislator's kindly suggestion, which strongly reminds one of the powerful recommendations as to increasing the income-tax which proceed from folks not liable to that horrid impost. But, anyhow, there are such things as laws of supply and demand, and, if the British Army could be as easily recruited at the present rate of pay as the Indian Army is, we may be very sure that Mr. Brodrick would not propose to spend nearly two millions a year more on the pay of the British soldier.

Yet another example of the mistakes made by Hon. Members in regard to the Indian Army. One M.P.—his name is not Padgett, but he might well be that famous Kiplingite creation—has discovered that the Native troops are not very well housed, their barrack accommodation being distinctly inferior to that of British regiments in the Shiny East. Isn't this disgraceful? And yet, you know, it would be very, very difficult to give the average Native corps quarters on anything remotely resembling the European plan. Perhaps if Padgett, M.P., would start by explaining how the family arrangements of a Native battalion are to be made to fit in with an altogether ideal system of barracks, he might be listened to with greater attention than he is likely to receive, locally at any rate. But Padgett, M.P., again, must not be taken seriously; and, when all is said and done, he does very little real harm, and creates a good deal of innocent amusement.

The Mahsud Waziris have "caved in," and their final submission is certainly a feather in the cap of the Government of India, and, let us hope, a good omen of future improvement in our relations with these troublesome tribesmen. At the same time it must be clearly recognised that we have been put to no inconsiderable trouble in the matter, and that, one way and another, the maintenance of the blockade must have cost us a pretty penny. At some points the said blockade resembled actively offensive operations, and there is little question that if the Viceroy had not been anxious for a peaceful inauguration of his new frontier policy, the Mahsuds would have been made to "sit up" to a very different tune. As it is, they have been punished pretty severely, but it is probably not that circumstance alone which has brought about their rather sudden and abject final submission. It is quite possible that they have found it less easy under the new dispensation at Cabul than it was under the old to make use

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of the back door into Afghanistan which for so long enabled the Waziris to laugh at British threats. Be this as it may, the incident is well and opportunely at an end, and it may not be long before a useful force of Waziri tribal militia is added to the list of new organisations with which Lord Curzon is seeking to safeguard that constant source of anxiety, the Indian borderland.

It is very pleasant to note that among the representatives of the Indian Army who are coming to England to take part in the Coronation ceremonies will be 100 Indian Volunteers, every corps in the country being represented by one or more picked men according to its strength. We have seen Indian Volunteers in London before, but never such a finely representative contingent as this, and I have no doubt that the reception they will receive from their home *confrères* will be, as Mr. Lilyvick would say, "toomultuous."

In these notes I make allusion whenever possible to the Indian Volunteers, and I cordially invite correspondence concerning them, for I have watched the growth of the movement for many years with very great interest. The improvement has certainly been very marked since a certain review which I attended in the very early eighties, and at which what was supposed to be quite a swagger and progressive corps marched—or rather strolled—past the Viceroy or Commander-in-Chief—I forget which. They were the most "casual" crowd I ever saw in uniform in my life, and I have a vivid recollection of the manner in which, just opposite the saluting point, a man in the rear rank poked his rifle—they were marching past in quarter-column at the trail—into the small of his front rank man's back, remarking quite loudly: "Keep step, can't you!" Nor was there anything to compensate this calm disregard of the ordinary decencies of parade.

All along the mounted and railway corps have made strenuous efforts to maintain a good standard of discipline and efficiency, and, in some cases, of very considerable smartness as well. It is a far cry back to the visit of the King, as Prince of Wales, to India in the cold weather of 1875-76, but it is interesting to recall the fact that when His Royal Highness visited the indigo planters' district he had a guard of honour of mounted Volunteers, and a very fine and well-turned-out guard it was. A member of the Planters' Corps who served on the guard assured me that not a horse was on parade which was worth less than a hundred pounds, and it is well known that among the Indian planters are to be found some of the best horsemen—and sportsmen, too—in the world.

I see that a special Commission is to assemble in the summer to go into that old, old question—the multiplicity of followers with an Indian army in the field. The fact that a very sound and practical soldier, Major-General Sir E. Barrow, is to be president of the Commission, may, perhaps, produce some tangible results, but there have been previous strong committees which have investigated the subject, and not a very great deal of good has been done. Certainly an Indian field force is not so absurdly loaded up with followers in these days as it used to be twenty or thirty years ago, but then the circumstances were quite different, and extreme mobility was not so essential as it commonly is nowadays. I remember being profoundly impressed by the complexity of the follower problem when I received orders as an officer of the Indian Intelligence Branch to prepare the indents on the Commissariat for transport in case it might be necessary to send swiftly forward a force of ten divisions, aggregating about 110,000 men. I forget how many followers were required, but the numbers were preposterous. I remember that it even made a difference when I had to take into account the fact that Sikh regiments do not take a barber with them on service! A serious trouble in regard to followers is the cumulative process which takes place—so many more followers require so many more maunds of supplies, and so many more transport animals with so many more drivers, who again have to be provided with so much more rice, and so on.

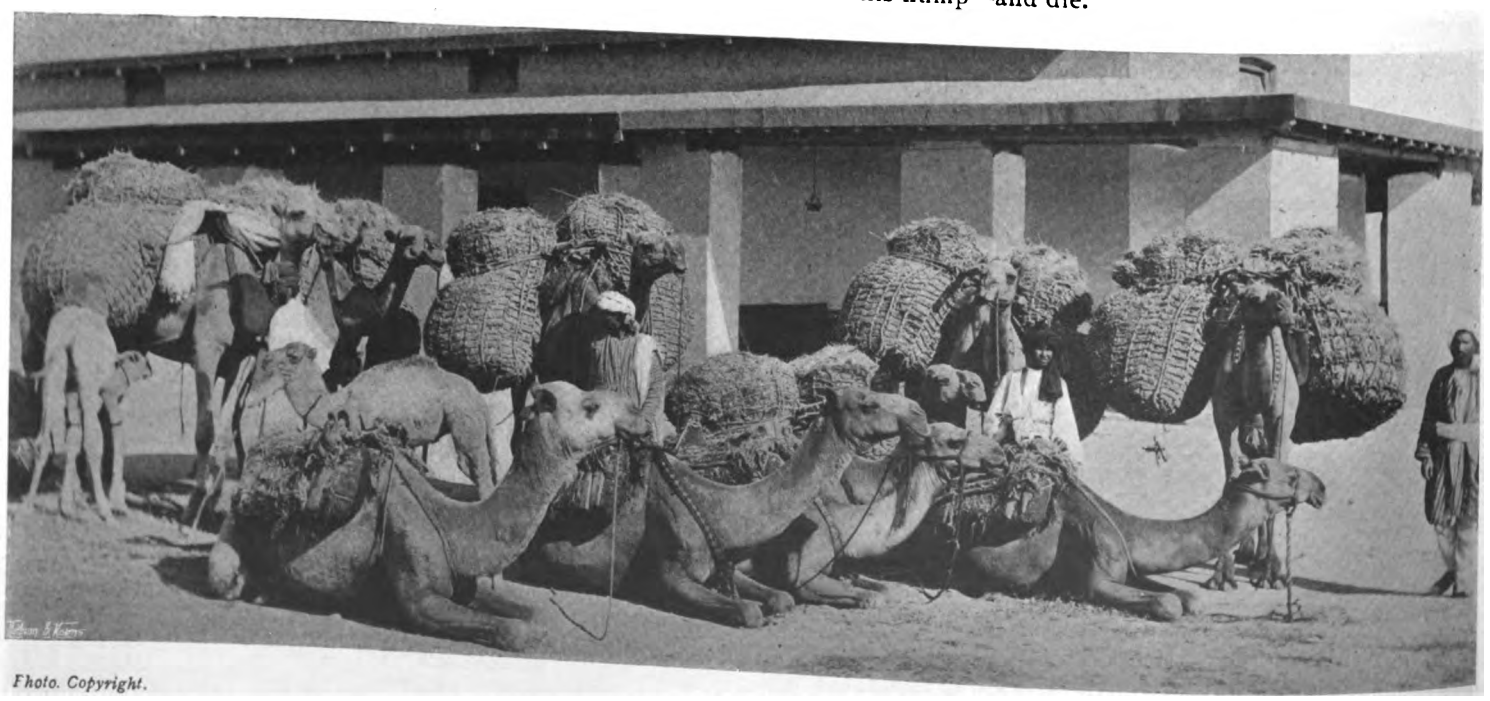
"OONTS."

THAT the camel has materially helped us to win India goes without saying. He has laid down his life in our service in a greater number of thousands than any other animal. If the bones he has left, during the last Afghan War alone, between Peshawar and Cabul, and between Sibi and Candahar, could be gathered and transported to England, they would make huge fortunes for many Noddy Boffins.

So we ought really to love the camel—but we can't. He is an animal that renders love impossible. He seems to be born to suffer, and to die unreasonably at inconvenient times. His few pleasures even are dreary. He is never so happy as when rending dusty leaves and prickly thorns from miserable bushes that an animal of any self-respect would pass by in scorn. This latter taste, however, renders him exceedingly valuable as a means of transport in any arid country where there is scrub jungle, as through this perverted taste he will not only live, but thrive, where another animal would die.

When the country is so desolate, as in parts of Afghanistan, as not to provide the food that the "oont" loves, it is with the greatest difficulty that he can be persuaded to eat barley, chopped straw, or even good nourishing grass. He has to have a fore leg tied, his mouth prised open, and the food chucked in, after which operation his mouth is firmly held closed, till with many complaints and groans he is obliged to swallow the unaccustomed food. It takes a day or two of this process before he will eat good food voluntarily.

The camel needs daily water nearly as much as any other animal, but he will do with less for his bulk in proportion to others. Those who have worked with camels know well that the old theory that the "ship of the desert" would go for days and days without water is absurd. Most animals can live a long time without water; the camel's way of objecting to drouth is to chuck himself down, double back his head to touch his hump—and die.



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AT THE QUARTERMASTER'S STORE.

Commissariat camels laden with bullock fodder.

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THE WIDE, WIDE VELDT.

[ANECDOTES AND PEN PICTURES BY A WAR CORRESPONDENT.]

THERE are far too many generals who spend their lives passing to and fro upon the Underground Railway, disguising themselves as City men. Even the little black bag which they carry cannot hide their true vocation. It is such men nowadays who make and mar our leaders in the field. The whole world is prepared to condemn Lord Methuen without a hearing. Men ramble about ox and mule convoys—deficient scouting—indifferent intelligence—without in the least knowing what they mean, or of what they are talking. Until we have had official and definite information as to the Tweebosch affair, would it not be more honourable — more manlike and English — to accept some theory that would exonerate the general from all and every blame? To suggest such a theory, is it not possible that he was only a passenger with another man's column? Directing general officers, whatever their rank, have to avail themselves, in a disturbed country such as the Lichtenburg district, of whatever means of military escort present themselves. Those who know Lord Methuen as well as I do will be glad to lean towards this kindlier view of the situation. Whatever Lord Methuen's faults may be, he is a brave, true man, with a kindly heart, and if a stern disciplinarian, at least he is not a mean one. I remember well the day when a British rear-guard was whipped off a hillside in Afridi Tirah, and 500 merciless Pathans were seeking for what stragglers they might devour. Lord Methuen, a spectator of that rear-guard fight, noticed a man toiling painfully back with bare feet. The razor-edged rocks on the hillside had torn the soles from his boots. In a moment the general gave up his pony to the man, while he himself trudged the six or seven miles back to camp, with the enemy firing from every nullah. Again, when there had been a disaster in Tirah—a disaster caused by an indiscreet luncheon party to satisfy the creature comforts of Headquarters Staff—there was a desire to make a scapegoat of the brigadier who had fought the rear-guard. Lord Methuen intervened, volunteered his evidence at the enquiry, and by so doing prevented an act of injustice which, unfortunately, has found too many parallels in the present campaign, where we have seen few men who, like Lord Methuen, have had the courage of their convictions.

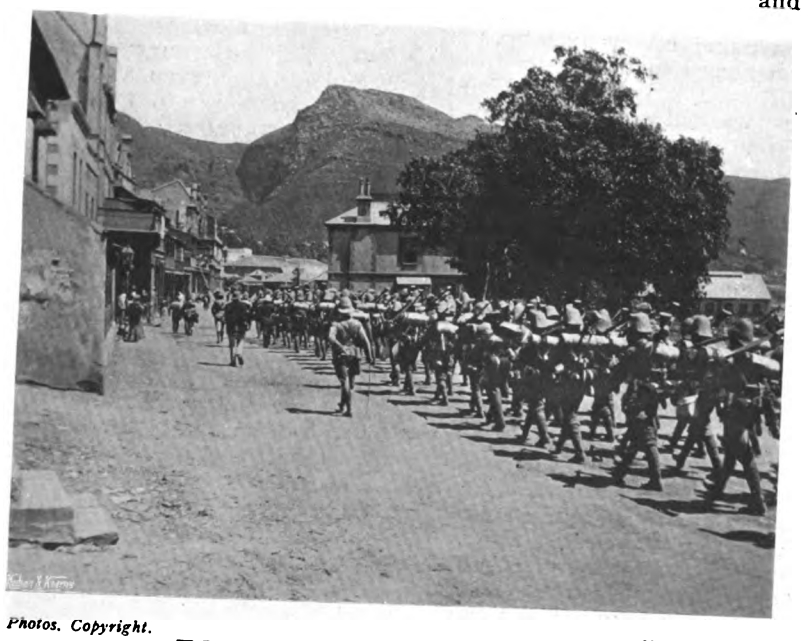
One might almost say that Lord Methuen and the man into whose hands he fell were cut from the same oak. The one, the highly-finished and polished column; the other, the rough-hewn log. Both men are good soldiers, both stern disciplinarians, both brave and courteous gentlemen. Delarey is the most thorough of Boer leaders that we have had against us in this war, while at the same time he is the least vindictive. It is little known, but it is none the less a fact, that Delarey opposed the war tooth and nail in the Volksraad. So vehement was he that Kruger twitted him with cowardice. Delarey's dignified answer to this insult was characteristic of the man: "I oppose war, because it will lose us our country; but, if you decide upon it, I shall not be the *first* man to desert my fatherland!" How magnificently has the gnarled old warrior fulfilled his promise. He is still winning skirmishes, while Kruger has been a deserter for many months! We were told that the modern reasoning applied to field fortifications at Modder River and Magersfontein was the result of Continental advice. It has been conclusively proved that this was not the case. Delarey was the genius who thought of the adaptation of the shelter trench to the flat trajectory of modern rifles. It was his idea, this designing of rifle-pits flush with the level of the veldt, and leaving the exposed tops of the kopjes unoccupied. It is even said amongst the Boers, if it had not been for the crass stupidity and jealousy of Piet Cronje, Delarey's advice would have been adopted at Modder River, and the Boers would not have retired during the night. And now again we find that, learning each day the lessons of war, often at our expense, Delarey has introduced a new method into the Boer attack. Two years ago, who would have thought of 500 mounted Boers extending to five paces and galloping up to British troops in consecutive lines? Yet Piet Delarey has succeeded in getting them to do this. They tested the experiment against Von Donop's convoy. It proved successful, and they did not waste time in taking advantage of their new-found knowledge. Much as one is angered by the results, one cannot help admiring these men and their hard-bitten leaders. But I cannot say that I extend the same sympathies to Kritzinger. I admire his bravery. But bravery is a very common virtue—the most common amongst soldiers. If you are to exculpate criminals because they are brave, you might just as well open the gaol gates to half their present inmates. Moreover, would you have one law for the brave and one for the coward!

VENTERSBURG ROAD STATION.

Where the Royal Fusiliers are at present stationed.

AN INTERESTING PERSONALITY.

Kritzinger in hospital at Naauwpoort.



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FOR THE THIRD TIME.

The Cape Town Highlanders leaving Simonstown for their third period of service at the front.

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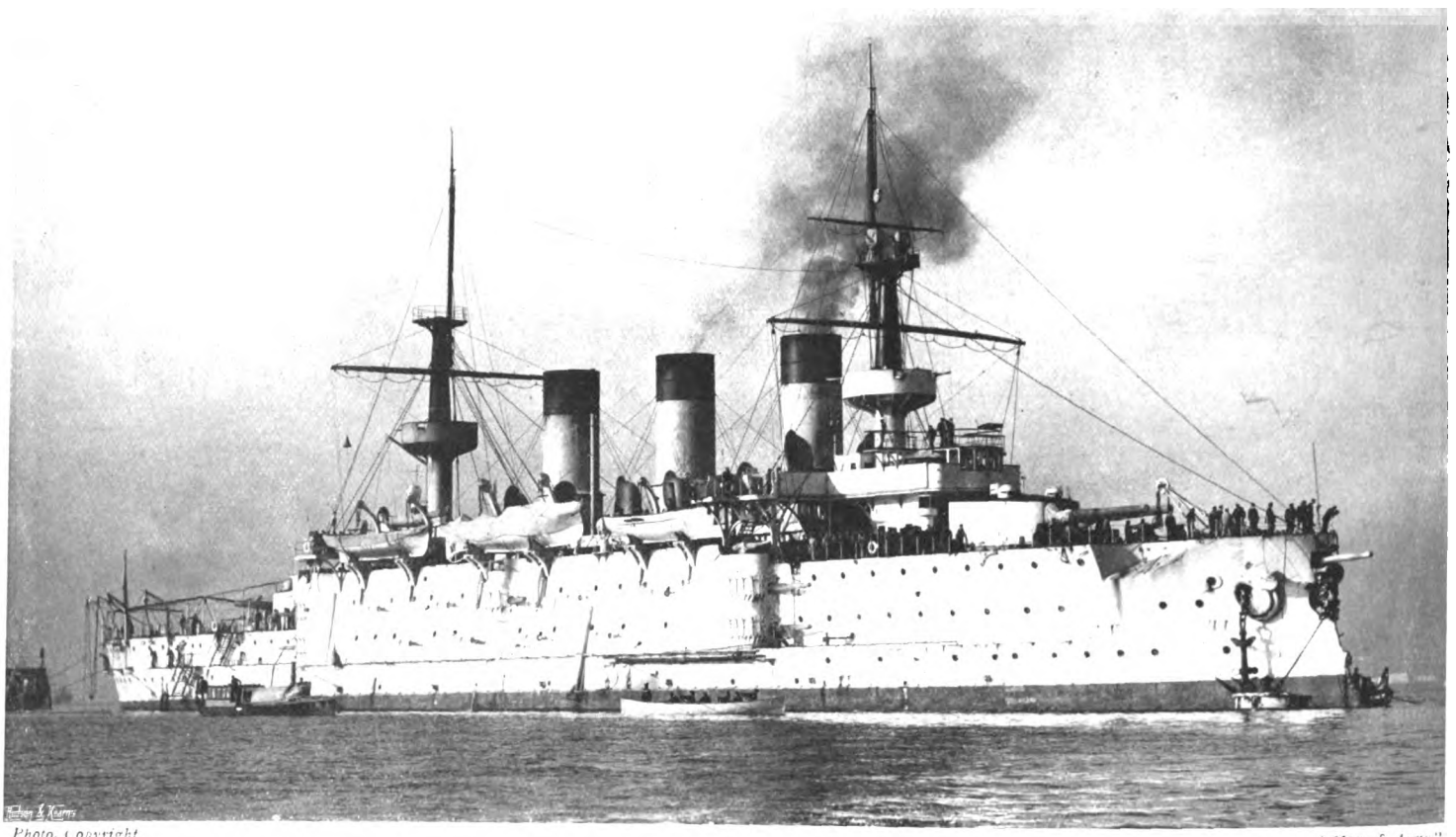
FIFTEEN MONTHS OF NAVAL PROGRESS.

By "POST CAPTAIN."



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THE NEW RUSSIAN BATTLE-SHIP "PERESVIET."

The "Peresviet" is one of a group of three Russian battle-ships which are very heavy and ugly-looking, but which, none the less, have great fighting capacity, though they perhaps hardly rank in the very first class. Their displacement is 12,674 tons, and their continuous sea speed is about 16 knots. The "Peresviet" has a continuous belt of Harveyised nickel steel made in Russia, which extends nearly the whole length of the ship, and she carries four 10-in. guns, mounted in pairs in two turrets, and eleven 6-in. quick-firers, as well as smaller guns. The turrets and the 6-in. guns are well protected, but there is a weakness about the defence below the bases of the turrets.

THE end of the present financial year seems a fitting opportunity to review the work of the past fifteen months, 1901 having marked the commencement of a new century, and, by comparing the results with those achieved by other Powers, to ascertain whether we are continuing to maintain or in any way losing that position of Naval supremacy which the vast interests of our Empire make it so necessary for us to ensure, no matter what the cost may be. We hope to show briefly in this article that, on the whole, the progress made during the period in question has been satisfactory.

In some respects the period under review has been a noteworthy one. It has created a record in the number and importance of the vessels which have been launched and completed, so that while in 1900 we had to take the fourth place, Russia, Germany, and Japan all being ahead of us, we have since January 1, 1901, launched for our Navy eight first-class battle-ships, being one more than France, Russia, and Germany combined, and, moreover, ten first-class armoured cruisers, as against four set afloat by the three Powers mentioned above, while we have materially strengthened our foreign and reserve squadrons, and seen a serious attempt made to create a real and effective Naval Reserve.

Coming now more to details, while in 1900 we did not put afloat a single battle-ship and only two armoured cruisers with some smaller vessels, in the last fifteen months no fewer than twenty-nine vessels of various types took the water, exclusive of torpedo-boats, and of this number eighteen were armoured and all formidable ships in their way. Six of these were first-class battle-ships, forming a class of their own, viz., the "Duncan," "Cornwallis," "Exmouth," "Russell," "Albemarle," and "Montagu," the remaining two battle-ships being the "Queen" and "Prince of Wales," which belong to the "London" class. There is much to be said in favour of building ships in groups, although it is a moot point whether six is not too small a number of units, and whether nine, the number adopted by Germany, would not be better, as that gives a workable squadron of eight ships with one in reserve. The other ten armoured ships are the four monster first-class armoured cruisers, "Leviathan," "Drake," "Good Hope," and "King Alfred"; the "Bacchante" and "Eurvalus," the last two of the "Cressy" class to take the water; and the "Essex," "Bedford," "Kent," and "Monmouth," four of the new county class armoured cruisers, of a somewhat smaller type than the "Cressy" and her sisters, and of which twelve more are under construction. Of the remaining eleven vessels the two submarine boats, the first to be built for our Navy, are the most interesting, the balance being made up of two more shallow-draught river gun-boats, three sloops, and four destroyers.

Thirty-four new ships have completed their steam trials, and of these seven are first-class battle-ships, four of which have been commissioned, and the other three will be practically completed by the end of the financial year. In every case the contract speed has been exceeded, and a higher indicated power developed by the engines than was demanded, the speed ranging from 18½ knots, attained by the "Vengeance"—the last of the six of the "Canopus" class to be completed—to a little over 18 knots in the other five. The most important of the steam trials, however, has been that of the new first-class armoured cruiser "Good Hope," the first of the four huge cruisers of that class to be completed, and great interest has been manifested in the results of her different trial runs, all of which were most successful, as she maintained a speed of rather more than 22 knots for thirty hours, and of 23 knots for eight hours. Four of the first-class armoured cruisers of the "Cressy" class, whose contract speed is 21 knots, have also successfully passed through their trials, and here again in each case a higher speed and higher developed horse-power were obtained, the speed averaging from 21½ knots to 22 knots, this last being attained by the "Hogue," which, like the "Vengeance," the fastest of the six battle-ships tried, was built by Messrs. Vickers at Barrow. The continuous steaming rate of all four cruisers proved to be between 20 knots and 20½ knots, while at one-fifth of the power the mean speed varied from 13½ knots to 14½ knots; in all these trials the full-speed run was for eight

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hours, and the others were continuous runs of thirty hours. Of the torpedo-boat destroyers none made less than 30 knots on their full-speed trials.

If we turn now to the composition of our fleets both at home and abroad, a steady strengthening of all has been quietly going on. The "Implacable," "Formidable," and "Irresistible, three of our latest battle-ships, have gone to the Mediterranean, the first-named relieving the "Empress of India," one of the "Royal Sovereign" class, and now a comparatively speaking old ship; the second joining the squadron as an additional unit; while the "Irresistible" takes the place of the "Devastation," employed as guard-ship at Gibraltar, but now quite obsolete. A fourth, the "Bulwark," has also been commissioned, and proceeds to the Mediterranean, where she will relieve the "Royal Oak." With the arrival of the "Irresistible," the fighting strength of the squadron will be raised to twelve first-class battle-ships, the most formidable fleet in every way which we have assembled in the Mediterranean since armour-clads first came in forty years ago. The scouting strength of the squadron has also been improved by the substitution of two of the new third-class cruisers for one of the gun-boats and the old torpedo-ram "Polyphemus."

In China, politically our next most important station, an equally satisfactory reorganisation of the squadron has been carried out. The new first-class battle-ships "Glory" and "Albion" have relieved the "Centurion" and "Barfleur," as the flag-ships of the Commander-in-Chief and second-in-command respectively. The "Glory" and "Albion" are sister ships to the "Ocean" and "Goliath," which were already on the station; and as the "Centurion" and "Barfleur" are really only second-class ships, the squadron has gained immensely both in strength and homogeneity. Its cruiser strength has also been materially increased by the arrival of the new first-class armoured cruiser "Cressy," the first of her class to be commissioned; the first-class cruiser "Blenheim," which, although no longer a new ship, is still, owing to her high speed and powerful armament, a formidable vessel; and the large second-class cruiser "Eclipse," which gives Vice-Admiral Bridge a fine cruiser division of thirteen ships, to which must be added twenty-two smaller vessels, including destroyers and four specially constructed river gun-boats.

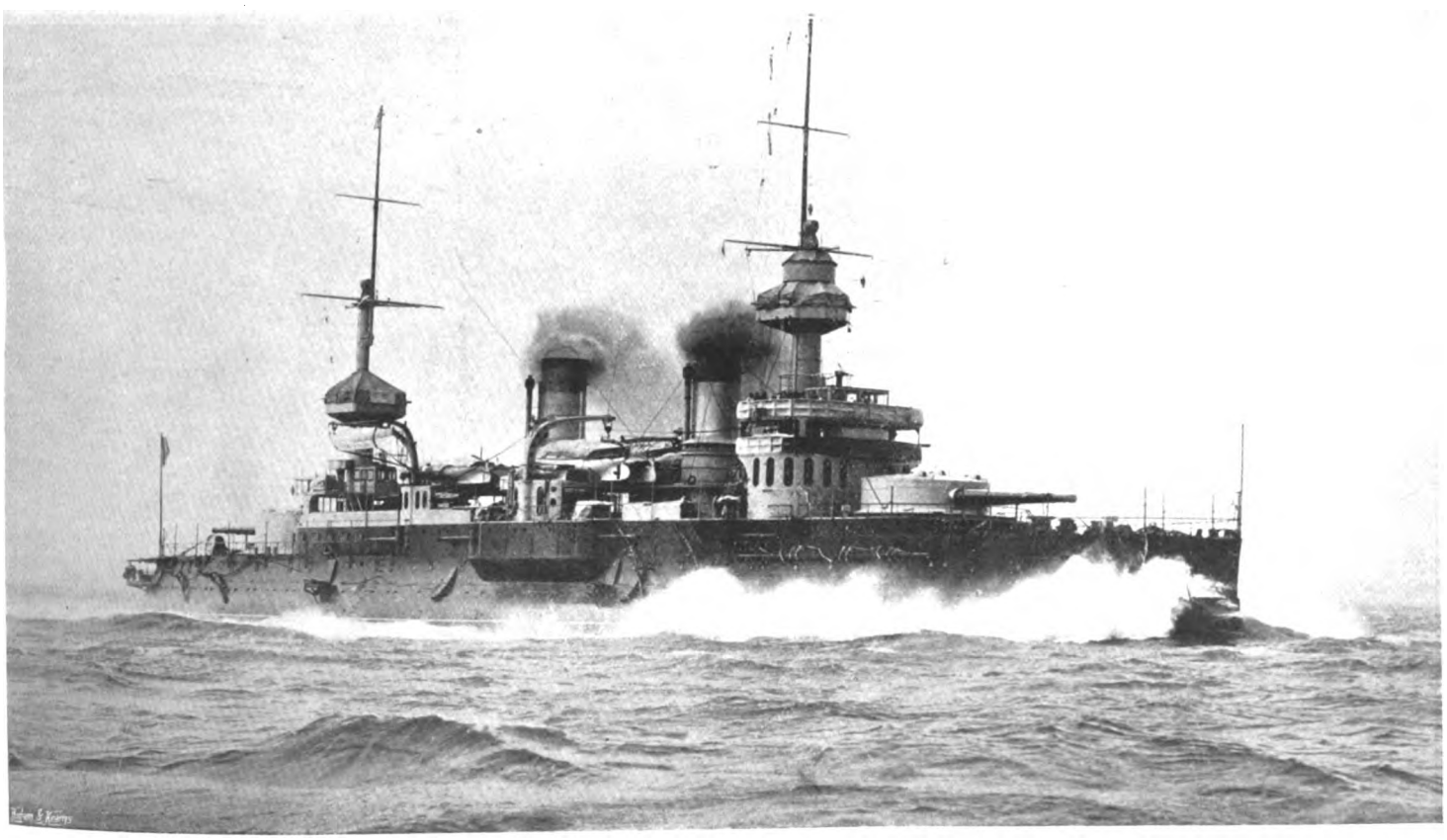
At home the Reserve Squadron is being gradually reconstituted, three of the "Royal Sovereign" class having taken the place of two of the *Admirals* and the "Colossus," while on other stations newer and larger vessels have relieved older and obsolete ones.

We will now look abroad, and, beginning with France, the most noteworthy fact is that she, so far from strengthening her Naval position, is actually dropping back; and unless her present policy is reversed, her place as the second great European Naval Power will most certainly be taken by Germany. It is now more than two years since France has launched a battle-ship, and although she has put afloat three of her new armoured cruisers, that number hardly compares favourably with the ten launched by this country. Two destroyers, eight torpilleurs de haute mer, and seven submarines complete the list of vessels which have taken the water. No new battle-ship has been added to either her Mediterranean or Channel Squadrons, but the "Iéna" has at last completed her trials, as has the "Montcalm," the first of the new armoured cruisers to be ready for commissioning; on the other hand, the first-class armoured cruiser "Jeanne d'Arc," and the first-class cruiser "Chateaurenault," from both of which great things were expected in the way of speed, have hopelessly broken down. The other vessels that have passed through their trials are all small ones.

In marked contrast to France, Germany launched last year four first-class battle-ships, one first-class armoured cruiser, one gun-boat, and ten torpedo-boats; while her home or first squadron has been strengthened by the addition of two first-class battle-ships, the "Kaiser Wilhelm der Grosse" and the "Kaiser Barbarossa," and four third-class cruisers, with two gun-boats, have also been completed, two of the former and the two latter having been commissioned.

Russia also makes a good show, as she has launched three first-class battle-ships, one first-class cruiser, one third-class cruiser, and fourteen destroyers; while she has commissioned and despatched on foreign service one first-class battle-ship, the "Peresviet," one first-class cruiser, the "Varyag," and four destroyers. It is further worthy of note that while France has only one first-class battle-ship completing and two under construction, Russia has seven completing and three building, and Germany has six completing and two building.

The United States have also launched three first-class battle-ships, one coast-defence monitor, two third-class cruisers, ten destroyers, four large sea-going torpedo-boats, and five submarines. Italy has launched two first-class battle-



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THE FRENCH BATTLE-SHIP "IÉNA."

Our picture shows very well how formidable-looking a craft is this French battle-ship, which was launched in 1898. She displaces 12,052 tons, and is supposed to be capable of 18 knots with forced draught. She is one of the vessels fitted with three screws—an experiment which has not yet been tried in the British Navy. The "Iéna" is an improvement on the "Charlemagne." She is well protected with a water-line belt, but the protection of her secondary armament leaves something to be desired. A peculiarity about her is the method in which her military tops are closed in. She carries four 12-in. guns, mounted in pairs forward and aft, eight 6·4-in. guns, and smaller weapons.

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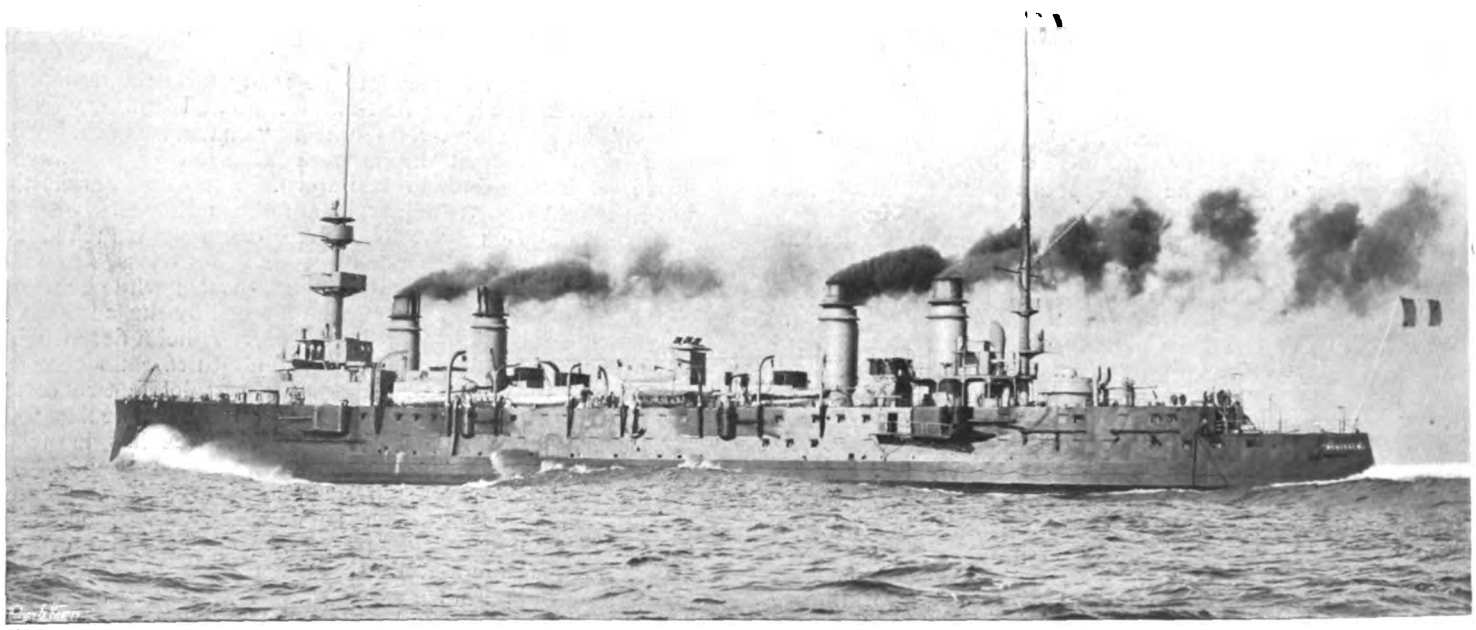
ships and three destroyers; and Austria-Hungary one second-class battle-ship. It will thus be seen that we have launched since January 1, 1901, two more armoured vessels, battle-ships and cruisers, than the other great Powers put together, including the United States; but it must be noted that while we launched eight battle-ships, Russia and Germany combined launched seven, so that it is quite evident that if we are to maintain our two-Power standard, not only can we not afford to relax our efforts in the least, but our building programme must assume larger proportions than it has done the last two years; for one of the signs of the times is that both the German and Russian Naval authorities are devoting their whole energies to the creation of powerful battle-ship fleets. Cruisers can wait in their opinion, as far as they are concerned, and their action, in this respect, is a warning to us which we cannot afford to neglect.



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THE FRENCH WAR-SHIP "MONTCALM."

Built at La Seyne, the "Montcalm" is really an armoured cruiser of a somewhat peculiar type. She belongs to a group of three, and is of 9,517 tons displacement. She carries amidships a belt of 6-in. of Harveyised nickel steel, which tapers to the ends, but she has other armour above it, and particularly forward. Her two 7·6-in. guns are well protected, and she carries eight 6·4-in. guns, which are also behind armour. She has twenty Normand boilers, and is supposed to be capable of a sea speed of 21 knots. It should be easy to identify her class at any time, by reason of the peculiar arrangement of funnels, two being immediately behind the military mast forward, and the other two a long way aft.

ELECTRICAL ENGINEERS FOR THE FRONT.

Photo. Copyright. *Spalding.*

A RECENT REINFORCEMENT FOR SOUTH AFRICA.

The D Company of Electrical Engineers.

To the student of modern warfare, nothing has been more remarkable than its development. We are told that we must have all sorts of auxiliary vessels to a fleet; and, certainly ashore, we have discovered that we need a number of services from men whose primary business is certainly not to be in the fighting line, and to be as frequently as possible in contact with the enemy. In the old Peninsular days—even in the time of the Russian War and the Indian Mutiny—who would have thought of a field telegraph as an integral part of army organisation, and of the men necessary to keep it in order and to work it as a part of the Army? We know better now, and it has been freely recognised that the Electrical Engineers, who are entirely Volunteers, are a component part of the army in South Africa. They have done good work at the front, and they are ready to meet any demands that may be made upon them. There are at the front a far larger number of Electrical Engineer Volunteers than the majority of people would be inclined to imagine. Of course, they are attached, for the time being, to the Corps of Royal Engineers, but they have their own work to do. Altogether about 260 men have been sent out, and about 200 are still on war service, including several who have gone out for the second time. Our picture shows the D Company just before its embarkation in January. In the centre is Captain Hamilton, and to the right of him is Sergeant Bufton. The work of electrical engineers may not be so exciting or so perilous as that of troops in actual contact with the enemy, but it is exceedingly arduous, and makes grave demands on that skill and endurance which have been so abundantly displayed.

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THE NAVY & ARMY ILLUSTRATED.

VOL. XIV.—No. 270.] SATURDAY, APRIL 5th 1902

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OUR FIRST SUBMARINE!

LAUNCH OF THE FIRST SUBMARINE VESSEL FLYING THE WHITE ENSIGN.

"Navy and Army Illustrated" has been honoured with the Admiralty's permission to reproduce this striking picture, and another which will be found overleaf, of the latest and most novel additions to the King's Navy. It is Britain's proud boast that she rules the sea, and, though fighting under the surface of the sea may not appeal to British sailor sentiment, Naval supremacy must at all costs and sacrifices be maintained. As we have had to build submarines, our Admiralty, we may be sure, has taken good care that they shall be as good as British workmanship can make them; and the mere fact that they are part and parcel of the British Navy will be quite sufficient to ensure that they will otherwise fulfil every honourable expectation.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

On account of the regulations of the Postal Authorities, the index to Vol. XIII. of the NAVY AND ARMY ILLUSTRATED *is not included in the body of the paper, but it will be forwarded free to subscribers by the Manager upon the receipt of a stamped and addressed wrapper.*

Red Tape.

ASK ten people what is the matter with the War Office, and nine of them will probably tell you "Too much Red Tape." What do they mean by that? What is implied by this phrase that has come into such general use? If ever Dr. Murray's great Dictionary gets as far as "T," he will explain that in Government offices red tape is very much used for tying up documents and so on, and that in consequence people have come to speak of the peculiar faults which have been common to Government offices, not only in England, but in every country and in every age, as "Red Tape." They mean by the words too much reliance upon a hard-and-fast system, too little play of individual character and initiative, and over-anxiety to do everything according to formal rule and precedent, a shrinking from responsibility and from any new and improved methods of work.

Undoubtedly these faults do cripple the usefulness of the War Office, and of many other Government offices. Some system there must be, a certain number of formalities, a certain amount of routine. A small business may be run without any system at all, if it is run by one peculiarly energetic person. We must all know men who get through their work in a haphazard, go-as-you-please sort of way, and sometimes they manage it fairly well. But, even in a small business, some kind of system is a great advantage; and in a great business it would be madness to let everyone act as he thought fit. There is a point, however, at which the advantages of routine stop, at which formality becomes a drag upon the wheel instead of a useful lubricant to make the machine work smoothly.

This point was certainly reached when a request by a commanding officer for some trifling supplies for his district gave rise to an immense correspondence, an enormous amount of "referring" and docketing and endorsing by clerks who had no knowledge of the matter in hand. The new regulations have changed this, fortunately. Officers of high rank will now be able to order what their commands require without all this fuss and unnecessary clerk-interference. But there are still many ways in which Red Tape hampers the activity that ought to be shown in all matters affecting the national interest. Some of these are ways which are not at first sight obvious. For instance, it may seem difficult to lay upon Red Tape any of the blame for the extravagant purchase of remounts. Enormous sums of money have been wasted over the supply of horses, and most people are inclined to attribute the waste to sheer carelessness and incapacity. If the whole of the remount transactions are carefully examined, it will be found that the real cause of it was a helpless dependence upon accustomed methods. Various persons of wide experience in horse purchasing all over the world offered their services to the War Office. Their help was declined. Why? Because there was no precedent for accepting it. All sorts of proposals were made, all sorts of schemes suggested, for securing a constant supply of the best horses obtainable. They were all put aside. For what reason? Simply this: that they did not accord with the usual practice. The usual practice was to employ middlemen, and to let them make whatever they could out of the public need. Therefore, we have been paying £30 apiece for horses which at first hand could have been bought for £15, and sometimes even for £12 10s.

Or take the Army canteen scandal, which is just beginning to be shown up in all its ugliness. Here we have an example of the manner in which jobs may be perpetrated under the cover of Red Tape. Some little time ago there was formed a Canteen and Mess Co-operative Association. A number of officers were connected with it, and its object was to supply Army canteens and messes with everything they required. A brilliant idea occurred to some of its promoters. Why should not the War Office take over the business of the association? The advantage to the shareholders was obvious, whether the soldier or the public would be benefited was another matter. So they began to work the oracle. What has the War Office done? It solemnly considered what was the usual course to pursue in such a case, and came to the conclusion that a committee must be appointed. This committee met for the first time last week. It is composed almost entirely of men believed to be strongly in favour of the proposal that has been made—in fact, one of its members was until quite recently a member of the managing committee of the association.

It is impossible to believe that either Lord Roberts or the Secretary of State would even connive at, much less take the initiative in, such a disingenuous proceeding as the appointment of this committee. No doubt the strings have been pulled from below, and any objection has probably been answered by the statement that everything is being done in accordance with custom. No more pernicious excuse could be imagined.

> "What custom wills, in all things should we do't,
> The dust of antique time would lie unswept,
> And mountainous Error be too highly heaped
> For Truth to over-peer."

Routine is a good servant, but a bad master. What we want at the War Office, and at many other offices, private as well as public, is greater elasticity of method, more activity of mind, a broader view of ends to be attained and of the means to attain them. We must recognise that "the old order changes, giving place to new." We must adjust ourselves and our habits to the altered circumstances of the time. In this we may take a hint, not only from our American cousins, but from our Australian and Canadian brothers. The provinces of the Empire are far more wideawake than is the Mother Country. Their object is to obtain efficiency, and to do this without needless formalism. They have no patience with Red Tape methods, and, if we are wise, we shall do our best gradually to leave them behind us as the cumbersome relics of an outworn age.

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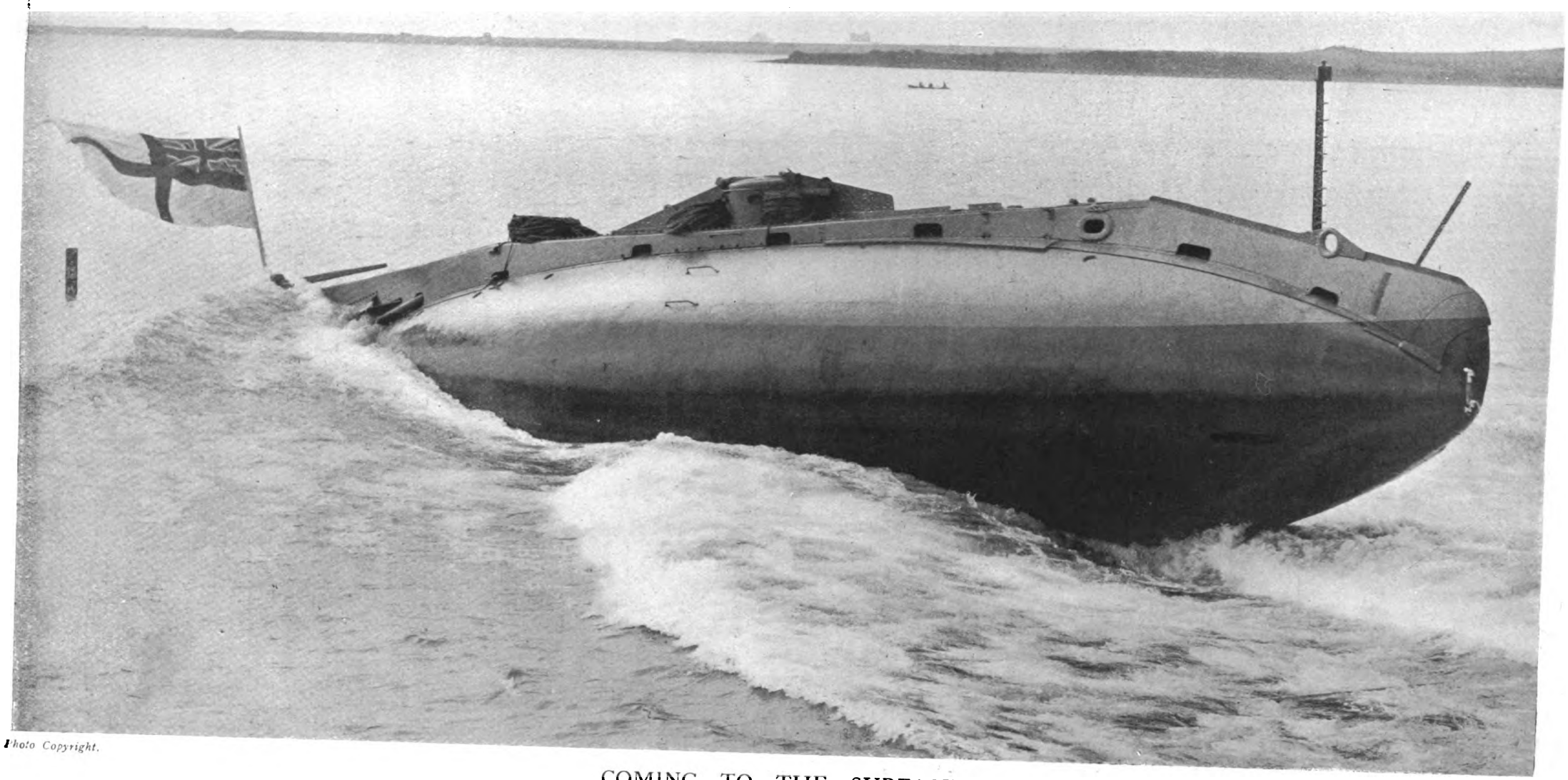
BRITAIN'S NEW SUBMARINE SQUADRON.



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COMING TO THE SURFACE.

A submarine emerging after a trial cruise.

This impressive picture was secured at the recent submersion trials undergone by the first British Submarine at Barrow, where she was built, and is a pleasant proof of the business-like promptitude which has characterised the Admiralty's incursion into this new field of Naval construction. The general lines on which these strange craft are designed have been described in preceding issues of this journal. It is gratifying to be able to add that the submersion trials of No. 1 have produced most satisfactory results, the vessel going under water with several Naval officers on board, and the appliances for the maintenance of atmospheric conditions working admirably. It may be repeated, for the convenience of the reader, that the new submarines are 63-ft. 4-in. long, with 11-ft. 9-in. beam, displacing when submerged 120 tons.

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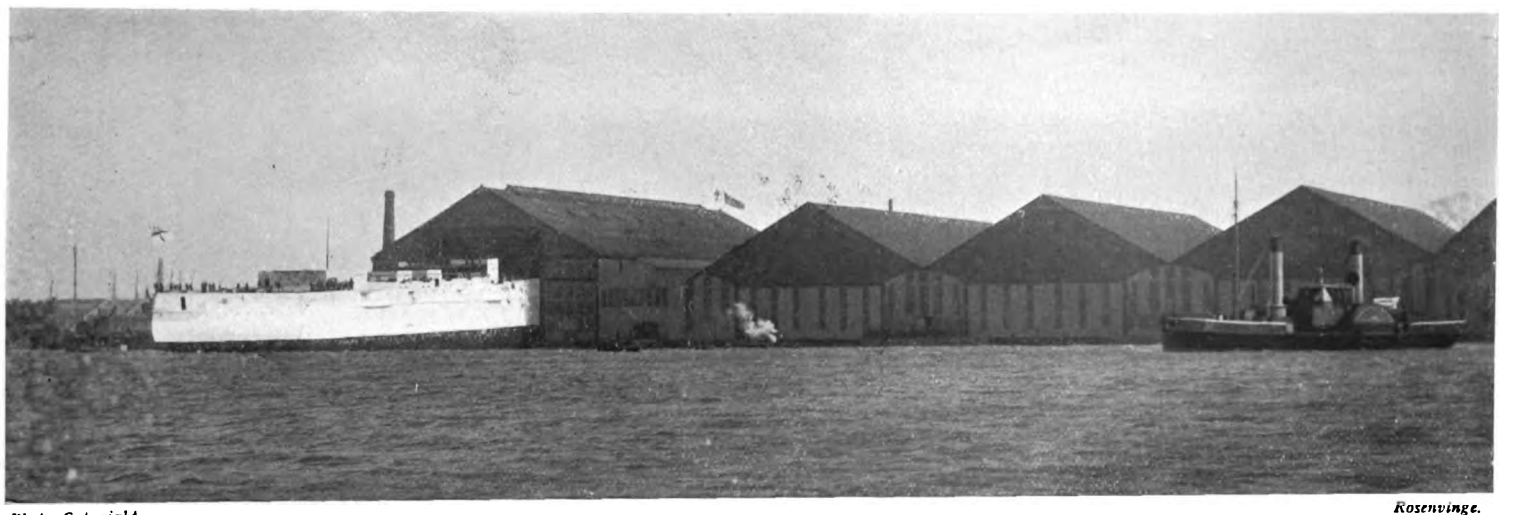
MORE BULWARKS FOR BRITANNIA.



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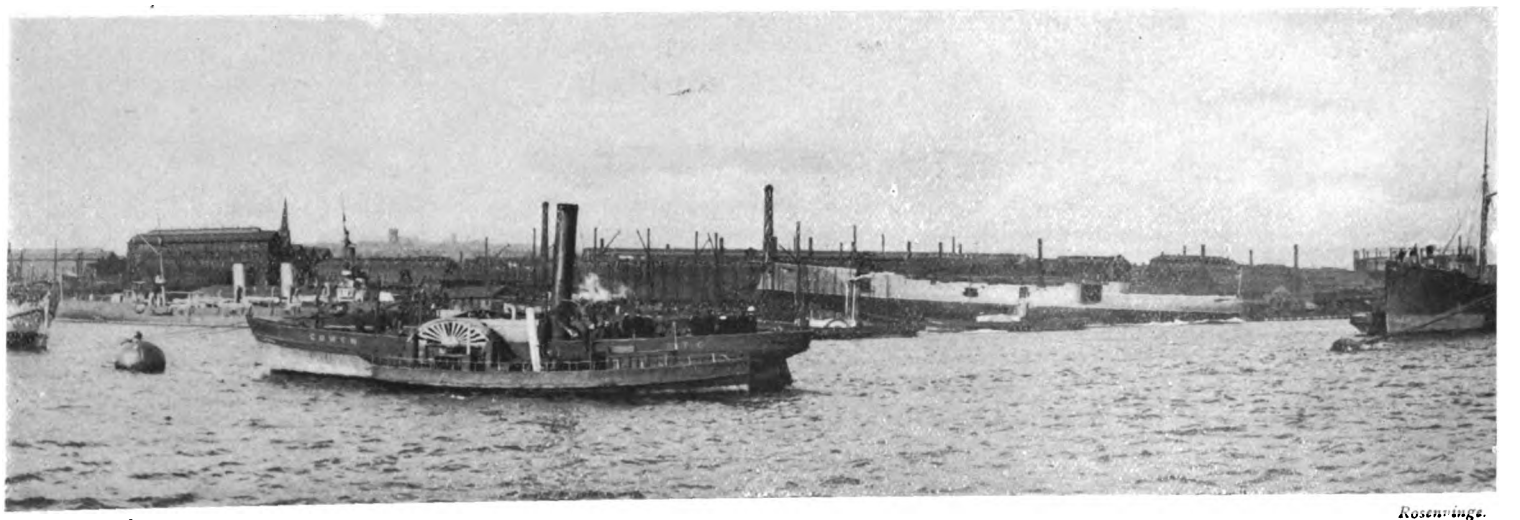
A ROYAL NAMESAKE.

The Launch of the "Prince of Wales" at Chatham.



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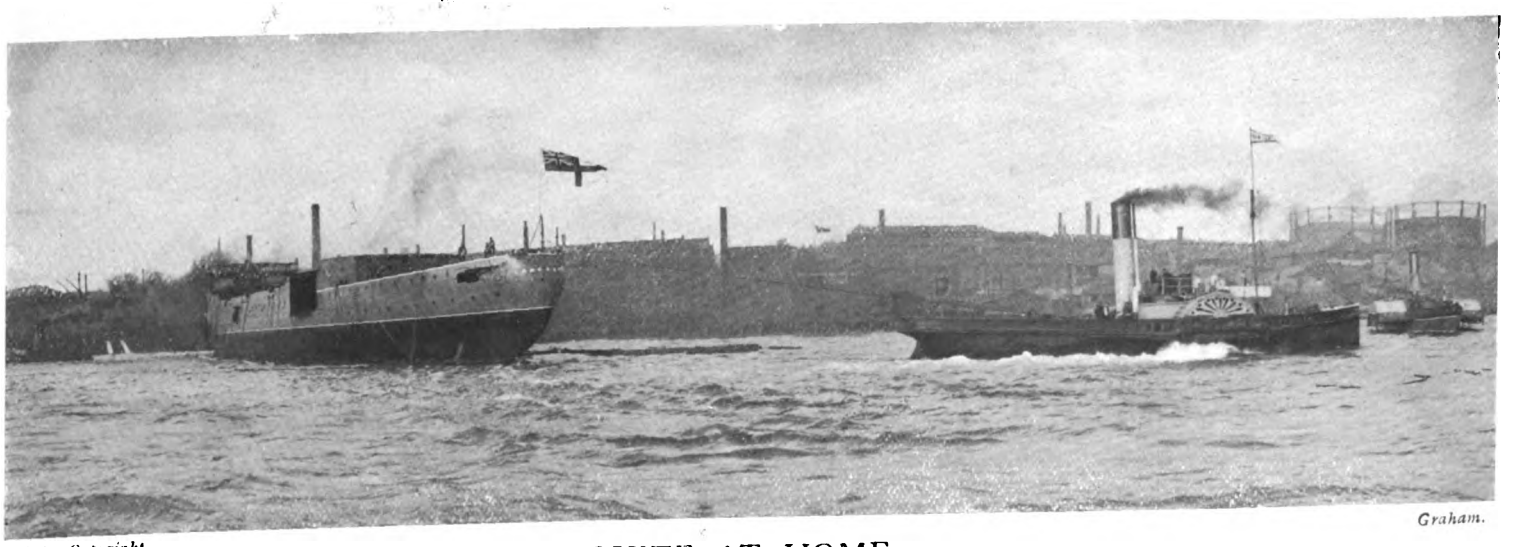
A GAY DAY FOR ELSWICK.

The new cruiser "Lancaster" leaving the ways.



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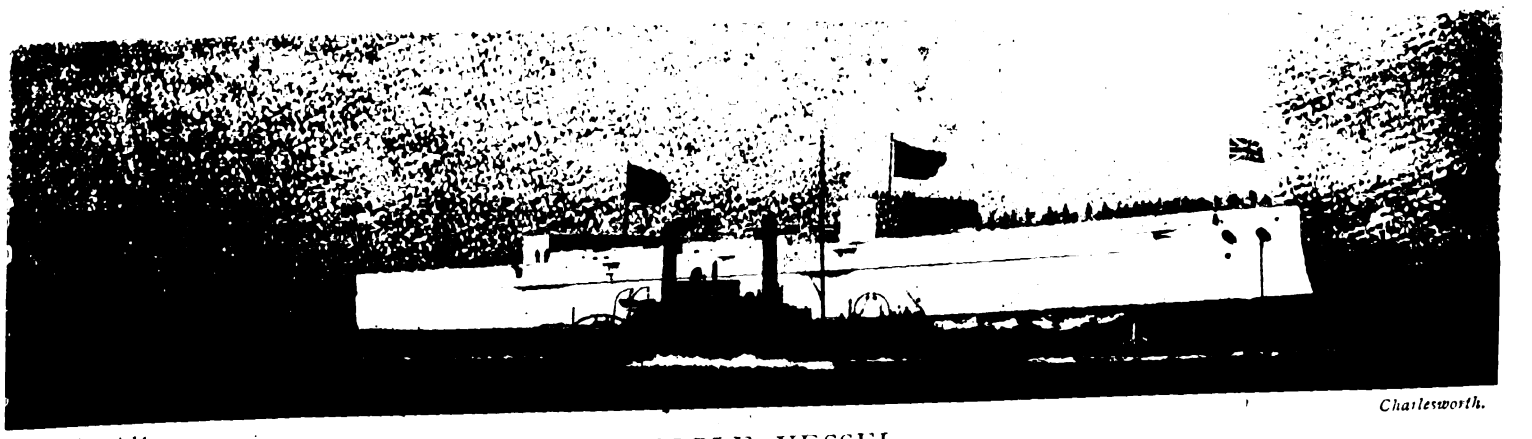
QUITE AT HOME.

The "Lancaster" being towed to dock to be finished.



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A NOBLE VESSEL.

The "Prince of Wales" as she appears to-day.

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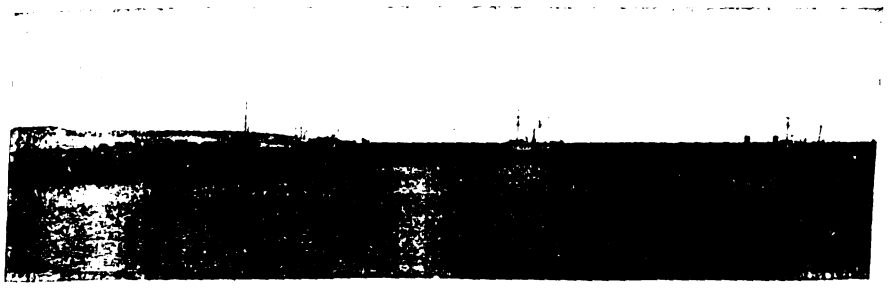

TORPEDO TRAINING SQUADRON IN THE MEDITERRANEAN.

LIEUTENANT COLONEL R. J. RICE.
High Sheriff of Kerry.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

THERE is a most unlucky phrase for which Nelson has to answer, though he is not responsible for the use made of it—I mean the words "a Lord Howe victory." It is understood to mean a half-victory, and to throw some discredit on the First of June, on the ground that the success was not followed up and the destruction of the enemy completed as they might have been. This kind of criticism is very easy, but it is neither fair nor intelligent. As a matter of fact, there would be equal justice in talking of "a Lord Rodney victory," for we know that Hood and Cornwallis have left copious records of their discontent with the slack pursuit of the French after the battle of Dominica. One could easily go further, and ask why Hawke allowed Desherbiers to get off with two ships? Nelson thought that if he had not been wounded Villeneuve would not have got away at the Nile. It would have been more to the purpose to say that if the crews of the English fleet had not been very tired, the whole of the French would have been taken. All battles have to be won by the exertions of the human machine, which is not capable of indefinite exertions. And they are to be judged not by what might have been done by beings not subject to fatigue, but with regard to all the circumstances. Moreover when a victory has to be estimated, it must be compared, not with what happened afterwards, but with what had gone before. At St. Vincent, Camperdown, the Nile, Copenhagen, and Trafalgar, we had the example of the First of June behind us. But when Howe began to force action on Villaret-Joyeuse on May 29, what he had to look back to was the largely accidental victory on April 12, 1782, and a long series of battles without decisive result.

* * * *

When his action is compared with them, I think that its originality, and the energy displayed by the aged admiral, will appear astonishing. It is perfectly accurate to say that from the seventeenth century downwards—from the operations of Monk on our side, and De Ruyter among the Dutchmen—there had been nothing equal to Lord Howe's management. The difference between his conduct and that of the admirals of the last three generations was not one of degree, it was one of kind. Except when they had the advantage of being able to bring greatly superior numbers into action, they had manifestly been influenced mainly by the desire to prevent the enemy from gaining an advantage over them. Therefore they kept their line together, lest their opponent should double on them. They shrank from manœuvring to bring about the *melée* which Clerk insisted it was their interest to produce. From the letter which Jervis wrote about the battle of Ushant in 1778 it is clear that he also, though a far more original and capable man than most, looked upon the preservation of an unbroken line as the first object of a good officer. Rodney must have held the same faith, for even when he tried to concentrate a greater force on a part of his enemy's formation in his encounter to leeward of Martinique in 1780, he intended to remain in the regular order to windward of the French. As the first phase of the battle showed, this was not enough to give him the superiority he sought. When Guichen saw the English fleet bearing down on his rear early in the morning, he stood back to its support, and Rodney drew off. In fact, the fleet attacked could always baffle such a manœuvre as Rodney's by simply closing the line, since the English fleet could not float in fewer square feet than the French, and if the enemy was already as close as ships could go, the English could go no closer. Later on, when the French were strung out, Rodney still made no attempt to steer through them. He could have done it on the rear, and so have secured an advantage at one point, even though Carket did lead the van to a great distance.

* * * *

The whole purpose of Howe during the three days preceding the First of June was radically different. In the first place, his formation of a quick-sailing squadron, to act apart from the rest of his fleet by harassing the rear of the French line, which was endeavouring to avoid him, was a novelty, and an equally bold and original one. His predecessors would have thought the risk too great, and would have thought the partial action of May 28 a mistake. Then, when he tacked through the French line from to leeward on the 29th, cutting off two of their ships, he did something for which there was no precedent later than the battles with the Dutch, perhaps not later than the Texel in 1652. Of course, it entailed the very serious risk that there would be collision and confusion. For that very reason, no doubt, it was that Captain Molloy and other officers were so timid, and failed to carry out their admiral's orders. But Howe was prepared to accept the collisions and confusions, being convinced that our quality was better than the enemy's and that we had all to gain by a *melée*. His intentions were half spoilt by the failure of his subordinates to rise to his standard. Yet he did gain the advantage of winning the windward position, which enabled him to force the next battle on his own terms, and he did it by tacking out of his own line to set an example. Which of the other eighteenth century admirals had been so bold? And is it sure that Howe's successors would have been as enterprising as they showed themselves to be if he had not set the example?

* * * *

The battle, which he did at last secure on his own terms, was, as the phrase goes, epoch making. By ordering his ships to steer through the French, and engage them close to leeward, he made it perfectly certain that Villaret-Joyeuse would not get off after crippling our spars. Whatever happened he would not do that. Of course, if the French had been our equals in gunnery and general smartness, the manœuvre ordered by Howe would have cost us dear; but even so, there would have been a real battle, and our opponent would have suffered. There would not have been a mere futile cannonade at a greater or less distance, and nothing done with it all. The essential vice of the old system was that it made decisive action impossible. The long prevalence of the pedantry of the line of battle can only be accounted for by routine and want of thought. It was not because there was greater danger in getting close to the enemy than in remaining at a distance that we abstained from forcing on a *melée*. When all fire was through portholes a vessel had to be at a distance of 720-yds. from the enemy's line in order to allow of the broadsides of three ships to be turned on her. It was in passing through this belt that the worst of the damage was done to our spars. Therefore, the nearer we got the fewer enemies each single ship had to fear, and when the belt of danger was passed, the assailant was sure of having way enough to reach his opponent, and either pass through the intervals in the hostile line, or, at any rate, make a very close fight of it to windward. The chances, too, were that openings would be found at some points by men who sought them resolutely. While passing through they could rake the enemy. When through they could regulate the distance at which they chose to engage.

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Howe saw this, and therefore it was that, having gained the weather-gage on May 29, he used it, not to remain to windward in a line, but to break into the enemy's formation and produce a *melée*. It is this which constitutes the originality of his tactics and gives the measure of the example he set to his successors. Properly considered "a Lord Howe victory" is a victory which marks an immense advance; and there are few battles of which so much can justly be said.

* * * *

How far his example is of value to us, except in the spirit, is, of course, another question. Nowadays the torpedo and all-round fire have made it no longer the case that the closer position is the safer as well as the more effective. In a *melée*, with ships flying round at five times the rate sailing liners went in battle, with all-round fire, with torpedoes prowling in every direction, when the interval between the sighting of a danger and the taking of the defensive measures would be counted in fractions of a second, one's friends would be as great a terror as the enemy. One battle might be fought on such principles, but not, I think, two. If, however, all battles are to be settled by concentrating your fire at from three to four thousand yards on individual ships one after the other, then, given even approximate equality in gunnery, numbers must win—twelve will always be better than ten, while as between equals the destruction would be mutual. Supposing that to be so, no admiral with inferior numbers would fight at all if he could help it, and equal fleets would fight with reluctance, since there would be no prospect of an advantage to be gained.

IN THE SHADOW OF THE FLAG.

HARDLY a week passes without our giving in these pages some fresh pictorial or literary evidence of the extent of British influence as indicated in some Naval or Military form. Omnipresent seems the old Flag, and the genuine satisfaction with which here, there, and everywhere scions of the British race love to gather beneath its glorious folds bodes as well for the stability of the British Empire as it portends ill for those who seek to work that Empire harm.

Here we have two illustrations, one figurative, the other highly materialistic, of this warm sentiment, and in both cases the Union Jack—in one picture not quite correctly rendered, it is true—forms an admirably appropriate background. In the latter instance the meteor flag of Old England is happily associated with the grand Stars and Stripes of a race our kinship with which has of late received more than one convincing and deeply gratifying demonstration.

IN THE "SHINY EAST."

Mars and Venus grouped under the Union Jack.

Our first picture is, as will be observed, highly symbolical, and we decline to subject it to any sort of detailed allusion on that very account. But it is quite possible that some of our astute readers will remark that the proportion of one smart soldier to all these fair maidens is not at all symbolical of the usual run of social existence in the "Shiny East." However, that is none of our business. There are the pretty girls, there is the gay Hussar—15th King's, we believe—and there is something which is intended to be the Union Jack. Also there is the British Lion, and a massive gourd which clearly adds to the symbolism implied, and indicates a happy mixture of the true British with the Oriental element.

Our second picture strikes a less romantic, but certainly not less significant, note. Indeed, it is a very important and interesting picture, and one which has never before been published "on this side." The American-British Rifles is a corps which was started not long since at San Francisco, and consists, both officers and men, of American subjects who, however, are of distinct British origin. The feeling that blood is thicker than water evidently runs high in this interesting organisation, which has already done excellent work in promoting true friendliness between the United States and Great Britain. In various ways, and especially by meetings and smoking concerts at or near headquarters, it has tied tighter the bond which unites us to our kinsfolk which no Continental effort has as yet done anything to across the Atlantic. As a personal detail it may be mentioned that the sergeant in the picture, who is standing up at the back, is something more than British born. He fought for the Old Country in the first Boer War, and was wounded in that campaign, of which we are doing our best to modify our reminiscences. The bugler is this gallant veteran's son.

Photos. Copyright.

ANOTHER LINK WITH BROTHER JONATHAN.

The American-British Rifles is a flourishing corps at San Francisco.

This corps has been granted permission to carry arms, and the rifles and accoutrements are being provided by the United States Government. Here is a pretty little bit of international friendliness! Our warm acknowledgments, Brother Jonathan! Neither you nor we talk much about these things—but we don't forget them!

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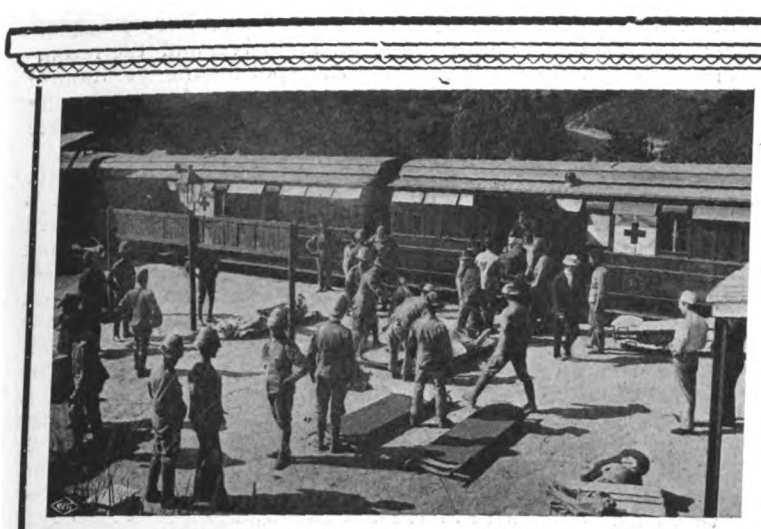

HOSPITAL TRAIN, NATAL.

OFFICER'S QUARTERS, MANDALAY.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

THE Empire will regard with marked and general satisfaction the worthy preparations which are being made to render the representation of the Colonies at the Coronation all that it should be. While the visitors from every outpost, however insignificant, however remote, of British rule will be greeted by the Motherland with the heartiest of welcomes, it is natural that particular interest should be attached to those from Canada, Australia, and India, and at the first there was some anxiety lest the tremendous pressure on those responsible for the due conduct of the Coronation ceremonies might lead to the reduction of the representatives invited from these dominions to an inadequate and possibly very disappointing figure. This anxiety has happily been dispelled. India has already been asked to send 1,000 officers and men in order to give an accurate idea of the variety as well as of the size of the Native Army. And now Australia and New Zealand have received invitations on a commensurate scale, the Commonwealth having been asked to illustrate her defence forces by 580 officers and men, while Mr. Seddon, the Premier of New Zealand, has been notified that the presence of a representative contingent of 150 from the non-federal State will be highly acceptable to His Majesty the King.

This is, indeed, as it should be, and though Mr. Barton has fears, presumably based on economical grounds, that the Commonwealth may not be able to send more than 300 officers and men, we have hopes that eventually all objections will evaporate in the reflection that many powerful reasons unite to render it intensely desirable that the Coronation should be absolutely as much an Imperial function as it is possible to make it. There is the future as well as the present to be considered, and at every point in the argument the thought crowds in on us that the opportunity is one of several centuries, and that it is positively due to ourselves collectively and individually, and in every other conceivable aspect, to make the very most of it. Even without the antecedent—we will not say coincident—war the Coronation would have been surrounded by much of peculiarly Imperial grandeur. But, as it is, there is a human note which will sound very clearly above all the tumult and shouting of the festivities—the note of common patriotism, of common loyalty to the Imperial Idea, of common sacrifice and suffering and bereavement in the maintenance of that Idea, which will render the presence of those stalwart members of the Younger Nations no ordinary mark of gracious compliment, no ordinary feature of impressive ceremonial.

The air has been very full lately of Colonial budgets, a class of recurrent atmospheric phenomena to which those especially interested in Naval and Military developments are rather apt to attach either undue or insufficient importance. As a matter of fact it is probably the everyday, humdrum, just-what-was-to-be-expected sort of budget which makes most surely for the improvement of Naval and Military resources throughout the British Empire. When things are "going strong" to an unusual degree of prosperity, as they have been happily in several important corners of Greater Britain, there is generally to be found a fully equal tendency to take advantage of the fact, not by buying more guns or stiffening the existing Military resources of the country, but by knocking off this or that particular tax, and so reducing the margin of revenue available for defence purposes to its normal figure. On the other hand, after a bad year, almost the first cry of the local taxpayer is, "Look at the money we are spending on soldiers we may never want. Cannot we cut down this expenditure for a year or two, and then spend a little more later on, if necessary, to make things straight?"—regardless of the fact that there are few more risky and generally costly forms of defence policy than this sort of intermittent, spasmodic disbursement.

The above is a purely philosophic reflection, of course, that may be falsified, very likely, in the case of Canada and the South African colonies, which have just issued statements indicating great prosperity, and, again, in that of other less fortunate States, which see reason for drawing in their horns. In Victoria many taxpayers are beginning to wonder whether paid political representatives are not rather a costly luxury, and a fair inference from this would be that before long any increased burden of contribution to Imperial defence would cause some grumbling. But one hardly thinks it would if those responsible set about the apportionment of that burden in the proper spirit. Our own belief is that the war has not only glorified Imperialism in the abstract by ennobling the tie of kinship between the Colonies and the Mother Country, but that, by accentuating this financial question, it really has put Imperial defence once and for all on the only sound basis on which it ought to be put, by Great and Greater Britain at any rate.

It is one thing to wave a flag and shout "Federate all round," as some of us are doing—that does very little harm and may serve to keep enthusiasm alive—but those who are doing the best work for Imperial Federation are those who are trying to dwell on what is after all the most useful lesson the war can teach us—the solemn fact that our Empire's future existence depends on the business-like consolidation of that tremendous power which has been evidenced by the rush of the Colonies to our assistance in South Africa. What now remains to be done to enable us to "stand foursquare to all the winds that blow" is for our Colonies to take average budgets as a starting point for a system which shall in future be independent of budget fluctuations. By that means alone we shall arrive at something like true solidarity, while not interfering with that freedom and independence and elasticity in which Colonial systems of defence will probably surpass our own.

The Colonies will do well, we are persuaded, to take this truly Imperial view in any comparison of notes which may occur in connection with the forthcoming Conference. There will be a temptation, no doubt, for the representatives of a Colony which has just passed through a year of splendid prosperity to point to its detachment in the Coronation procession, and say proudly: "We can maintain annually so many thousands of officers and men as good as that!" On

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the other hand, the State, with money lacking for the development of great local industries, may think of its increasing expenditure and standstill revenue and seek to postpone taking out any policy of Imperial assurance—for that is what keeping up a Colonial defence force amounts to—for the present. But the counsel of perfection will be to take the broader view that averages are safest, and that the Colony which does what it knows it can, in an average year, afford to do is the one which, in the matter of Imperial defence, will do best for the Empire and itself.

Whatever may be the result of the further operations against the Mad Mullah in Somaliland, it will be highly satisfactory when the re-organisation of our forces in East Africa, now in progress, is quite complete, and we are enabled to deal with all sorts and sizes of local disturbances much more effectively than we have done hitherto. A great deal has been accomplished in this direction already, and Brigadier-General Manning, who is now on his official tour of inspection in those parts, will doubtless be able to dot several i's and cross several t's which have hitherto escaped notice. But one confesses to a vague sort of idea that there is, necessarily perhaps but still unfortunately, a little too much expected of the existing forces in comparison with the extent of territory covered and the magnitude of the interests involved. The last expedition against the Mad Mullah was carried out, it will be remembered, almost entirely with a force of Somalis, who had to be caught, drilled, and trained in six months. In the circumstances, the results attained were simply marvellous, but they were, unhappily, inconclusive, and the recommendation of the authorities on the spot for the retention of an armed camp and the formation of a special corps having been disregarded by the Government, we are now face to face with fresh and, perhaps, serious trouble.

This is highly unsatisfactory, and it is only fair to point out that the blame must lie with the Foreign Office, which is responsible for the military, as well as the political and civil administration of the Somaliland Protectorate. Without seeking to make invidious distinctions, it would seem that the Foreign Office, which has a high reputation for the brisk and vigorous, if rather expensive, fashion in which it conducts its campaigns, does not pay such close attention as the Colonial Office does to the institution of safeguards against future disturbance or disaffection. The military organisation on the East Coast of Africa is scarcely comparable with that on the West Coast, and yet the interests at stake are probably not much less in one case than the other. It is safe to say that such a rising as that of the Mad Mullah could have been very easily dealt with in West Africa by the forces already in existence, and, if there had been any danger of its recurrence, steps would certainly have been taken to render it unnecessary to begin work over again *de novo*. Good will, however, come from evil, if the new operations in Somaliland lead to the occupation in force of some useful base, and the maintenance of a mobile body of troops specially inured to the undoubted hardships of local active service.

A PLEA FOR BELIZE, BRITISH HONDURAS.

COME, list to our wailing, all sailors a-sailing
At Christmastide over the ocean;
You may not be near us, but sure you must hear us,
Though our voices are choked by emotion.

For if you remember, on seventh December,
In the "Navy and Army's" own paper,
Was a breezy narration, describing each station,
Where Jack cuts his "Christmas leave" caper.

With Portsmouth it started, to New South Wales darted,
All ports received grateful attention;
But a place so obscure as poor British Honduras
Had not even the barest of mention

THE "ALERT"—CHRISTMAS DAY, 1901.

Unless words most slighting, contemptuous, blighting,
A Mexican Gulf formed opinion,
Allude to the lonely, and here, too, the only
Port owning King Edward's dominion.

Now tars of good feeling, to you we're appealing,
Please tell both your wives and your daughters
That there's lots of frivolity, dancing, and jollity
In these Central American waters.

There's polo and cricket, no "fools at the wicket,"
The "Alerts" and the "Buzzys" both own it;
And if any Jack jeers at Belize Volunteers,
It is certain he never has shown it.

No West Indian Island, nor low land nor high land,
Has climate more truly delightful,
And when we're espying the white ensign flying,
Our cup is with happiness quite full.

HORSE MARINE PARADE—CHRISTMAS DAY, 1901.

There's nothing so sure as that British Honduras
The Bluejackets sadly have quitted,
So if Colonies cumber the next Christmas number,
We trust we shall not be omitted.

N. K. WILSON.

AT THE TAP—CHRISTMAS DAY, 1901.

From Photographs taken specially for "Navy & Army Illustrated," by Lady Wilson.

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TAMMERS' DUEL.

By K. & HESKETH PRICHARD.

"STAND TO YOUR WORK AND BE WISE—CERTAIN OF SWORD AND OF PEN,
WHO ARE NEITHER CHILDREN NOR GODS, BUT MEN IN A WORLD OF MEN."

SYNOPSIS.

THE writer, Mr. Anson, meets Tammers at the Hotel Soleil Levant, St. Helier's, Jersey. Tammers has knocked about the world a good deal and made a fortune, which he is now engaged in enjoying. Anson meets an old friend, Major Algar, and later hears two foreigners discussing a duel. One of these gentlemen has evidently been forced to leave France on account of the scandal attaching to the duel. During dinner at the hotel, Tammers expresses his views on duelling and gives a very decided opinion about the duel fought lately in France, where a young Englishman, who knew nothing of fencing, had been killed by a noted duellist, Count Julowski. One of the foreigners resents this amid general consternation. Julowski is reported to be as deadly a shot as he is a swordsman, and the chances are that he will challenge Tammers. The captain of the steamer from France explains that the foreigner is Count Julowski himself; that he is the hero of forty-nine duels and a most dangerous antagonist; and is further of opinion that Tammers must fight him. The Count sends a challenge, and Tammers agrees to fight him three days later, Anson involuntarily becoming his second. The Count's second wishes the duel to take place on the following morning, and hints that the sooner it comes off the better. He also suggests pistols as the weapons. Anson seeks Tammers to arrange these points, but finds he has gone to bed and cannot be aroused. De Boivet, the Count's second, receives this news with contempt. In the morning Anson discovers to his dismay that Tammers has left in the mail-steamer for England, and the captain of the French boat openly derides the idea of his returning to fight the duel on Friday morning. De Boivet, on hearing of Tammers' departure from Jersey, openly sneers, and hints that Anson has been left in the lurch, and that Tammers will not return to fight. Major Algar appears to think much the same, but Anson sticks to believing he will appear in time for the duel on Friday. On Thursday morning the police arrive to arrest the Count and De Boivet, who accuse Anson of having given information to the authorities. They are just about to be taken away in arrest when Tammers appears, having just returned from England by the steamer, and endeavours to have them released. Finding this impossible, he drives to the Constable of St. Helier's, and in an interview convinces him that no quarrel exists, whereupon the Count and De Boivet are released. Tammers is introduced to Major Algar, and states that his choice of weapon for the duel is the assegai, his journey to England having been undertaken for the express purpose of getting a couple. Count Julowski declines to fight with assegais, giving as a reason that he would degrade himself in using the weapon of a savage. Anson is requested to have him informed that unless he does fight he will be kicked, and thereupon the duel is arranged for the next morning.

CHAPTER XV.

IN THE DAWN.

THE next morning I was awakened by Tammers hitting me violently in the ribs.

"Time to get up!" he said.

So I got up, shivering. It was not light, and it seemed uncommonly cold, but, as Tammers observed, I had signed on, and was bound to see him through this voyage.

I dressed hastily, for it was later than we had intended, and I spent five minutes looking for my shirt, which had secreted itself in a dark corner.

At last, however, I found myself downstairs, where somehow Tammers had procured a couple of cups of hot coffee.

"Never fight fasting," he advised me solemnly. "Only raw ones do it on an empty stomach, and I've seen trouble come of it."

It was something to be assured that Tammers was taking every precaution against accident.

We drank our coffee standing, and then we each took one of the leathern handles of Tammers' green carpet bag, and sallied out into the street. Everything was dim, wet, and grey. A low sea-fog hid the shipping, but soon this began to drift and lift.

Crossing the open space, we kept along to the left beside the old harbour. Here a raw wind met us, and I realised more nearly what it would be like to fight a duel. At that hour of the morning a man's blood runs thin and cold, and he invariably feels sick and empty.

Tammers didn't.

He was what might be called "firm-set." Personally I put it down to his lack of imagination. He was not the man to have presentiments. If he had had one he would not have known what to do with it.

As we walked along I admired Tammers, for, when all is said and done, fighting with assegais at five o'clock in the morning on a damp chilly strip of sand is not an ideal pastime.

On the way Tammers told me that this was the hour at which Zulus were wont to attack a laager. I asked him whether he would prefer to fight Julowski or be attacked by Zulus in laager.

"Both have their points," he returned dispassionately; "but, on the whole, I think Julowski is the best investment. The Zulus have an ugly habit of bashing in people's kneecaps with knobkerries."

He spoke as one who had seen it, as I have no doubt he had.

The carpet bag still joggled between us. It was light enough; a child could have carried it. But I stuck to my handle, as I saw Tammers expected it of me in my character of second.

We mounted the steep flight of steps which leads from the level of the harbour up to the circular road under Fort Regent, and walked round towards La Collette. Then we passed down through the piles of old iron and rusty sleepers which occupy the space above the bay by the unfinished breakwater. The tide was out, and the bathing-buoys rattled and sucked at their chains. The grey dawn was growing orange-coloured, and the gusty wind brought little waves chopping and chapping against the stones.

"Let's go to the end of the breakwater," proposed Tammers; "we're early."

So we hid the carpet bag behind a rock, and Tammers took my arm and we strolled to the broken, step-like extremity, where the water bit viciously about the raw edges, and there we sat down on a damp slab to consider the prospect. Tammers produced a cigar and lit it.

I suggested this was hardly a wise thing to do before a duel.

"Why?" he enquired; "but of course if it's not the right thing to do I won't do it. I want to go through with this affair in real first-class style."

Tammers regarded me as an authority on the procedure of duelling by this time, and it was too late to undeceive him now.

"Cigarettes are the thing, no doubt," he went on, throwing the cigar into the water. "Fellows who are going to fight duels always smoke cigarettes."

He lit one, and puffed away in silence for a minute or two.

"There's a chap up there watching us," he said suddenly, pointing up the slope towards La Collette Tower. I looked in the direction indicated.

There was. And the head belonged, I knew, to a body of goodly proportions, though that was hidden from our gaze behind an out-jutting boulder.

"We needn't warn him off, I suppose?" I asked, knowing perfectly what Tammers' reply would be.

Tammers smiled.

"The interest the Colonel has shown in this affair," he replied, "has been a real pride to me. He's having a bird's-eye view of the business now, and I'll always be able to refer to him in case of trouble."

"He wants to see the fight."

"Sort of audience, you know," added Tammers, well pleased.

He then waved his hat in a reassuring manner in Algar's direction. The "audience" returned the salute. Even at that distance I fancied I saw Algar grin.

"It's very considerate of him," said Tammers again. "Sound man, that Colonel!"

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From time to time Tammers looked at his watch and up towards the path that wound round the cliff above. The sea-mist had cleared away, and a rose and opal arc of light told us where the red fireball of the sun would soon rise over the horizon, but the air still held the searching cold of dawn.

An idea occurred to me at this instant.

"Have you made any arrangement in case——" I stopped, and added: "There is no knowing what may happen with assegais; you said so yourself."

Tammers shut his silver pig's-head matchbox with a loud click.

"That's all right; don't you worry about that. I've made my will," he answered. "I know the Count doesn't mean any trifling this morning. I've my work cut out for me, but I suppose I'm here to do it."

Which may have been as good a confession of faith as the best theologians could have framed.

I tried to elaborate some plan of action in case the worst should happen, but my thoughts were scattered, and I failed to bring my mind to bear with steadiness upon this contingency, however near and embarrassing it might prove.

"It's not polite to be late for an affair of this kind?" enquired Tammers. "If they don't hurry up, we sha'n't have much time, you know."

He was gazing anxiously towards the bend of the path by which we ourselves had arrived, where two heads and the corresponding shoulders began to rise into sight, coming from the opposite direction.

"Here they are!" I said, and tried to stifle the useless forebodings which rushed upon me as we descended to the dawn-wet pebbly beach to meet them.

(To be continued.)

NOTES & QUERIES AFLOAT & ASHORE.

"RHODESIAN."—Provost-marshals are appointed by the general order of the general officer commanding a body of forces for the prompt repression of all offences which may be committed abroad. A provost-marshal can only be appointed abroad, and he must be a commissioned officer. According to the King's Regulations, the principal provost-marshal of a force on active service should, if possible, be a field officer. The duties of a provost-marshal are carefully defined, and he is, under the Army Act, merely an executive officer without any power to award punishment himself. He can, however, arrest and detain persons committing offences who are subject to military law, and can apply, on active service, for their trial by court-martial. If the convening officer thinks it impracticable to try the case by an ordinary court-martial he can convene a field-general court-martial, which can try the prisoners summarily, and inflict any punishment which a general court-martial can inflict, whether on officers or soldiers, and even on camp followers. Until 1829, when the Article of War dealing with the office was inserted, a provost-marshal exercised his powers without any statutory authority, and his appointment could only be legally justified as being made under the Sovereign's prerogative to govern the Army in time of war in places out of his dominions.

* * * *

"YACHTSMAN."—The smallest man-of-war, excluding torpedo-boat destroyers, always carries three chronometers, and some of the largest vessels carry as many as five. These are under charge of the navigating officer exclusively, whose duty it is to regulate them, wind them daily, and note their rate of gain or loss in the chronometer journal. In the Royal Navy the longitude is almost invariably calculated from the difference between Greenwich and ship time, the old system of finding longitude by lunar observation having been discarded many years ago, and being now employed only when the chronometers are injured or run down. They are not affected by the gunnery practice, as they are kept low down in the hull, usually in the midship section of the ship. The chronometers are supplied by various makers, whose names I shall be glad to supply you with privately; they cost from £150 to £250. For the purposes of navigation, a single chronometer is useless, and two would be even worse. It is for this reason that three are carried. If a navigating officer fails to wind up his chronometers, it is an offence for which he is liable to be tried by court-martial, but no such trial has been held for thirty years. A sergeant of Marines always reports the chronometers wound up to the captain at 8 a.m., concerning which a good story is told in the Fleet. In a certain vessel the chronometers were allowed to run down, owing to the navigator being drunk. The captain, too, forgot that he had not received the customary report from the sergeant. In the evening after the chronometers had stopped, the captain sent for the sergeant, and demanded why the chronometers had not been reported as wound. "Because, sir," said the sergeant, "they wasn't wound up."

* * * *

"FUSIL."—There are two models of the new French rifle, the Daudetau, of slightly different gauges. Model "A" of 6·50-mm., and "B" of 6·48-mm. The trajectory of the latter model is very flat compared with that of the Lebel, it being, at a distance of one kilometre, 6·50 metres as against 9·95 metres. A French writer has recently constructed a table giving the ranges of various weapons, from the javelin, which carried about 20-yds., to the Lebel rifle, the range of which is over 3,000-yds. He estimates the range of the sling to have been about 50-yds., the arrow 80-yds., the musket which was fired from a crutch 175-yds., while the Chassepot, 1866 model, carried about 1,400-yds. French soldiers "present arms" to civilians as well as to military officers and parties. They "present" to the President, naturally, and to Ministers, Senators, and Deputies; to Judges and Presidents of the Senate and Chamber of Deputies. Sentries "present" also to Judges of the Court of Appeal, to Prefects and to Grand Crosses, Grand Officers and Commanders of the Legion of Honour; to colonels and lieutenant-colonels, as well as to captains of the Navy. They "carry arms" to a large number of civilians, including those wearing the Cross of the Legion of Honour.

* * * *

"F. R. S."—It is very unusual for an officer in the Militia to go to Sandhurst with a view to obtaining a commission in the Army. As a rule, Militia officers pass direct to the Line. The most expensive regiments are by no means the most "crack" ones. Some of the very best regiments in the Service are no more expensive than others whose military renown is far less. It would be difficult to live on your pay as a subaltern in any regiment at home, though it might be done with strict economy; but if you got to a regiment in India you should be able to manage all right. Unless you have influence or any special claims you cannot make sure of getting a commission in any particular regiment. I think it would be difficult for a subaltern to live on his pay in the Royal Horse Artillery, as it is the most expensive branch of the Artillery.

"SERGEANT'S WIFE."—The wives of non-commissioned officers and men who are borne on the married roll of a regiment, with their children and stepchildren (under fourteen years of age), are, when present with the corps, allowed medical attendance and medical comforts at the public expense only at stations where there is a medical officer or where a civilian medical practitioner is employed at contract rates, and provided in each case that they reside within a mile from the hospital, or from a point to be fixed by the general officer commanding and the principal medical officer of the district. When non-commissioned officers and men are absent on active service their wives and families are entitled to medical attendance and medical comforts at the public expense on the same conditions as if the men were at home. The families of non-commissioned officers and men, and also children over age of soldiers on the married roll, may, where it is considered necessary by the principal medical officer for the safety of the troops, or in other circumstances specially authorised by the general officer commanding, be admitted into a hospital for soldiers' wives and children, or into a ward allotted in barracks. Those families who have a claim to free treatment in hospital when the soldier is with them do not forfeit their claim when he is absent on duty.

* * * *

"MARS."—There is no such hostile feeling on the part of the Cobden Club to Naval armaments. Its motto is "Free Trade, Peace and Goodwill among Nations," and there is nothing in this inconsistent with armaments or which identifies it with the Peace Society. The recent "Memorandum by the Committee of the Cobden Club" is in my hands, and though they call attention to the growth of Naval expenditure from 10·2 millions in 1880 to 31·6 millions in 1901, they are careful to state that: "With regard to the question of policy underlying the growth of the Navy, the members of the Cobden Club hold, as Cobden held, that it is essential for the safety of the British Isles and for the security of British commerce that the Royal Navy should be able to hold its own against any probable combination of hostile fleets. To a certain extent, therefore, our Naval policy must depend upon the Naval policy of other countries." They point out as an anomaly that Australia and New Zealand, out of a revenue of £34,000,000, contribute only £126,000 to the Navy that costs us £32,000,000. In the *Times* of January 5, 1899, there was published a manifesto by Lord Farrer and the Committee of the Cobden Club, from which I quote a sentence which indicates a policy which can only be effective through the efficiency of our armed forces. The manifesto says: "It will be our duty to maintain valuable trade rights already acquired in territories which other Powers may annex, and we freely recognise the necessity of being prepared to do this. . . . For, without the possibility of dispute as to her good faith, she (England) can assure France, Russia, or Germany that, while she willingly recognises the absolute right of each of them to fix whatever tariff suits them in their own countries, where whatever interest English subjects may have has grown up under their law and government, she yet cannot recognise that they have a similar right in countries now passing under their control and where Englishmen have already established interests."

* * * *

"C. B."—Cartridge is a corrupt form of cartouche, a French word signifying, in its original sense, the cornet of paper in which a grocer does up his goods, and hence a charge for a firearm "put up with a little paper to be the readier for use." There are various forms of the word. Glanvill, in the "Voyage to Cadiz" (1625), writes "to fill carthouses of powder"; Phillips, in 1662, calls it a "carthrage"; de Foe and many others, a "cartouche"; Digger, in 1579, "cartages"; Markham, in 1625, "cartalages"; Captain Smith, in 1626, "cartrage"; Nye, in 1644, "cartredge"; and the Earl of Orrery, in 1677, "cartruce." Cravats were light, active Croatian troops, mounted on fleet horses, and were used with great effect by the Spaniards against the Turks. The French also had a regiment under the same designation, *e.g.*, in 1703 the *London Gazette* speaks of "Monsieur de Guiche, Colonel-General of the Regiments of Horse called the 'Cravates,'" and de Foe in his "Memoirs of a Cavalier," in 1721, says: "We fell foul with 200 Cravats." Their service and equipment closely resembled that of the Hussars and Pandours, by which former designation these light troops were subsequently known in the French Army *circa*. 1692. In its modern sense the cravat came into vogue in France in imitation of the linen scarf worn round their necks by the Croats. The derivation of the word busby is uncertain, if not altogether unknown. The bag appears to be a relic of an Hungarian head-dress from which depended a long padded bag attached to the right shoulder as a protection against sword cuts. The name is possibly connected with the large bushy wig of that name, *e.g.*, in 1764, T. Brydger, in "Homer Travestied," writes: "But I'm afraid we cannot get him a busby large enough to fit him." The term, according to a writer in the *Globe* in 1882, was derived from the Buzz wig, so called because it was frizzled and bushy. THE EDITOR.

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A DAY WITH THE PTARMIGAN AT UNALASKA.

A GREAT preparation is going on in the ward-room where the table is littered with guns and cartridge-belts, haversacks, and water-bottles, while several of the members are looking after creature comforts in the shape of sandwiches, and filling flasks with just a "wee drappie," as they wait for the steam cutter to be reported alongside.

At last there is a noise outside the scuttle as the little steam-boat pants alongside with more noise than speed, and then the dogs are called—for we have a pack of four—guns and the other impedimenta disappear as by magic, and all take their places under the canopy of the steam-boat, where they are soon joined by our cheery little skipper, who is the life and soul of the party, and keeps the conversation going with many a yarn of other days, and a good-natured hit at one or other of us, which raises a laugh, in which the victim is the first to join.

Our destination is some six miles off, and we go through the narrow waters, our trusty pilot guiding the coxswain as we near a rock which we have found before on the principle that *Sentir c'est a voir*. The sun is shining, and there is not too much wind, while the rain of yesterday promises that scent will lie well, while it has not been so heavy that the little brown and white birds will be hidden away in those mysterious hiding-places which no one discovers, and out of which the dogs do not seem able to rouse them. We are towing a skiff to land in at our destination, and as the boiler primes, the skiff-boy, seated in her stern sheets, gradually assumes a more and more Christy Minstrel appearance, which he seems to think rather fun, as he passes a grimy finger over his cheeks to make the effect more artistic.

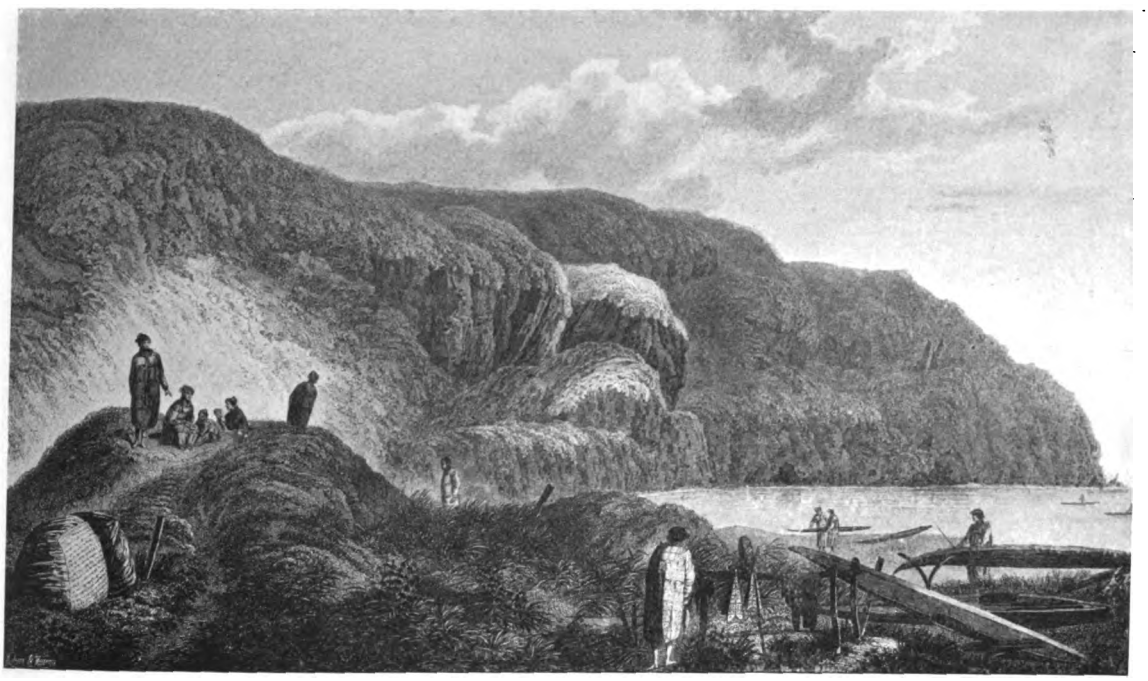
Here we are at last at our starting point for the day's work. The skiff makes two trips to land the five of us with guns and dogs, and we disembark at a small Indian settlement where the Aleuts come out to welcome us, and pass the time of day while we walk over heaps of salmon offal, and past sheds where dozens of salmon are hanging up to dry, covered with flies, and offensive to sight and smell; but these are soon left behind, and we are in the fresh clear air of this almost uninhabited land. The country is strange; we are walking through grass and heather and fern, knee high—often waist high—where the dogs are frequently lost to sight until some clearer ground is met. Everywhere are wild flowers, growing in such profusion and of a size one would hardly see in the open in England—lupines, larkspur, candytuft, marguerites, harebells in the shorter ling or moss, and many others; but the season for flowers is nearly over, and the violets and lilies are only in evidence by their seed.

The ground is very uneven, here a small valley, there a big hill, steep and cut up with ravines, worn by the torrents from the melting snow, but mostly dry now, and traps all of them, until one learns by experience that at the upper end of each is a deep-worn water-hole, into which one suddenly steps without warning and receives a nasty jar. Here, again, the surface of the ground looks as if it had been blown into bubbles by some Titan, and then left to solidify. It is hard walking, though the descent of the hills can be best accomplished by sitting down and sliding to the bottom—it saves time, but not cloth, however.

Now the dogs begin to move; the undergrowth is not so thick, but there are likely tufts and plenty of berries about on which the birds feed. "Hie lost, Bob." "Seek 'em then, boy," and carefully the dogs nose about, a little inclined perhaps to wander ahead too much, but soon brought back by the whistle, and then up goes a covey, "Four, five, six—ten—mark over—mark them down," and the shots ring out, and down drop a couple of brace, while the other birds make over the hill; but we know they won't be far off, and the dead birds are sought out and pocketed, and on we go, the dogs all excitement now, but kept in hand by the thought of that tough leather strap their masters carry for use if required.

It is warm work going up this hill, but there are whortle-berries and salmon-berries (a large luscious berry like a raspberry) on the way, and time is not so valuable but that a handful can be plucked in passing; but woe betide if salmon-berries are in hand when a bird gets up and is missed! On top at last, and away the dogs go again, scenting out the birds, for they settle and run to cover, and lie very close, so that they have almost to be kicked up at times. There they go again, and another couple of brace fall, and the remainder make good their escape over the cliff, where neither dogs nor men can follow, and they live to give hopes of sport another day. The birds are not so plentiful that they can be picked up like blackberries, but there are a good many of them scattered over the miles that make up the area of the day's shoot, and every hour or so, and in places more frequently, the shots ring out on the clear air and more brown birds fall to the bag, till at last it is time to leave them, and we converge to the beach each with his bag—one with one bird, another with four or five brace, another with a couple of brace, just as the fortune of the ground or good shooting has favoured them, but all are pleased with the day, which has resulted to the credit of the ship in a total bag of eleven brace, adding to the score, which finally reaches the good total of over 200 brace for the two small ships which have been doing the Behring Sea patrol and each spent three weeks at Dutch Harbour.

On the way back the day is gone over again—the birds that were killed and lost in the thick growth, those which were missed by some mischance, and, better still, those that are there to speak for themselves. The dogs are lying, well tired out, under the thwarts, their masters giving them a friendly pat of encouragement for their good work of the day, and all are pleased, going over the merits of this spot and that, till at last the ship is reached and the spoils displayed to those who were not fortunate enough to be of the party, but will share the enjoyment at a later date when the birds come to the mess-table.



UNALASKA IN CAPTAIN COOK'S TIME.

From the sketch in his "Voyages."

THE origin of the Mutiny Act is attributed to the circumstance of the 1st Foot (Royal Scots) having refused to embark for the Netherlands in 1689. This regiment had been a great favourite with James II., in consequence of its antiquity, valour, and good conduct, and, having preserved its loyalty to the last, did not expect to be well received by William III. Besides, the order was considered premature, as the National Assembly of Scotland had not declared for the new Sovereign. This made the officers and soldiers imagine that they were not bound to obey the commands issued, and under this impression several of them, after seizing the money appointed for their pay, marched towards Scotland with four pieces of cannon. They were overtaken in Lincolnshire, and about twenty officers and 500 men, who had previously been convinced of their error, laid down their arms and submitted themselves to the new King's clemency. William III., who is stated to have admired the devotedness of the regiment to his predecessor, when the latter was forsaken by everyone, not excepting his own children, after dismissing three or four of the officers, pardoned the remainder of the regiment. The first regular Mutiny Bill was passed on April 3, 1689, and is now annually renewed by Parliament.

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RETURNING TO THE FRONT.

Photo. Copyright. *Gregory.*

SOLDIERS TO THE CORE.

Veteran Imperial Yeomen who have gone back to South Africa.

Among the troops which went out recently in the "Braemar Castle" were these two fine fellows, who have already done excellent and varied service, but who, like Oliver Twist, have "asked for more." We commend this picture to the notice of those Continental romancers who described our poor dear soldiers as being driven on board the transports in chains! There may be fetters concealed under those great-coats, but it is not likely. Also there may be cruel laws compelling Imperial Yeomen who have come home to go out and serve a second time, but we have not heard of them as yet. We are forced, then, to suppose that these two are indeed, as we have labelled them, British soldiers to the core!

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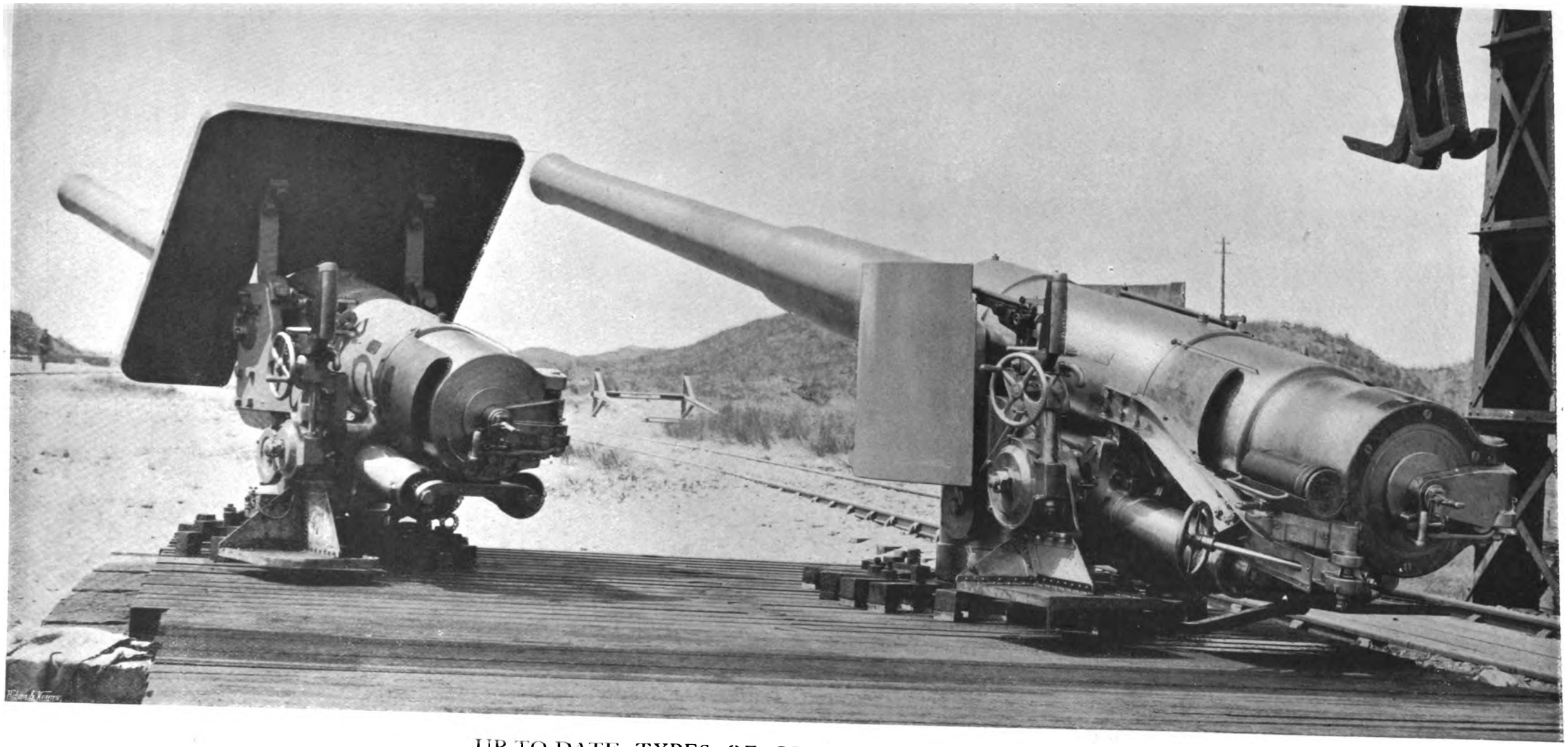
NEW GUNS FOR THE KING'S NAVY.



UP-TO-DATE TYPES OF QUICK-FIRING ARMAMENT.

6-in. and 7·5-in. quick-firing guns on pedestal mountings.

In the above, and especially in the 7·5-in. quick-firer, a recent production of Messrs. Vickers, Sons, and Maxim, we see what would almost seem to be the *ne plus ultra* of Naval gun construction, so carefully thought out is every detail of this notable and novel weapon. Exactly what those details are it would be quite impossible to say here without employing technicalities not "understanded of the people," but the following brief description may be of general interest. The gun is constructed of steel and wire, the latter extending over the chamber and that portion of the bore where the highest pressures are experienced. The chamber of this gun is made exceptionally large, and is designed to stand erosion caused by the employment of large cordite charges. The total length of the weapon from the breech face to the muzzle is 386·7-in. The chief advantages of this design of gun are that the gun only consists of four distinct parts, including the breech ring, and that the great thickness of the outer tube, which extends the whole length of the gun, ensures great girder strength, and the tendency to bend which some designs of guns have shown is entirely obviated. With 92·6-lb. of nitro-cellulose for a charge, and using 200-lb. shot, a muzzle velocity of 2,920 foot-seconds, and a muzzle energy of 11,825 foot-pounds, can be obtained. The breech mechanism for the 7·5-in. gun is a new design of single-motion type, *i.e.*, the breech is opened or closed by the single motion of a hand lever.

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THE ROYAL DOCKYARDS.

By JOHN LEYLAND.

Chatham.—II.

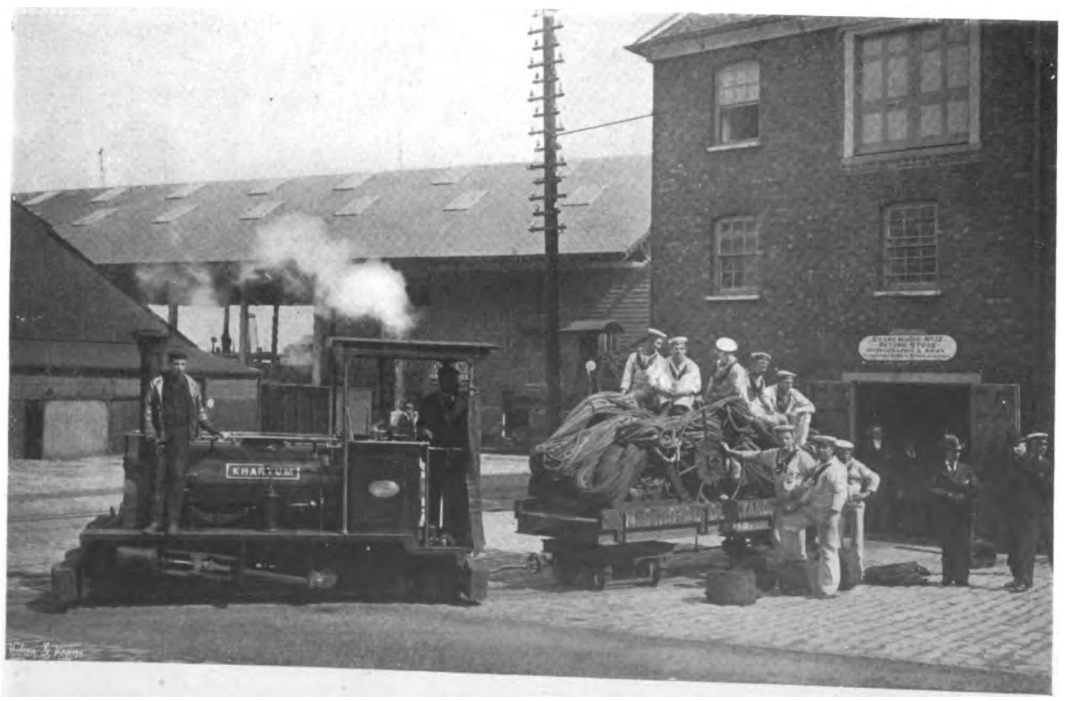
THE many interesting historical associations and memories which have gathered about the great Naval establishment at Chatham absorbed the whole of the last article, and we progressed no further than the year 1705, in which we witnessed the enthusiastic admiration of Defoe for the wonders he saw there. The outbreak of the war with France and Spain had demonstrated the need of expansion in that quarter, and in 1710 land was ordered to be bought to improve the establishment. The largest classes of ships were built at Chatham in the years that followed. Thus the "Plymouth," 80, was built in 1722, and the "Royal Sovereign," 100, in 1728, both from designs by J. Rosewell. The "Ramillies," 74, was launched in 1763, the "Victory," 100, in 1765, the "Barfleur," 98, in 1768, the "Queen Charlotte," 100, in 1789, and the "Ville de Paris," 110, in 1795. By the year 1770 the establishment had so grown that, including the gun wharf, it extended a mile in length, had an area of over ninety-five acres, and possessed four slips and four large docks. The officers and men employed in the yard had also greatly increased, and it may be interesting to say that in 1798 they numbered 1,664, including forty-nine officers and clerks, and 624 shipwrights. The others were blockmakers, caulkers, pitch-heaters, blacksmiths, joiners, carpenters, sail-makers, riggers, and rope-makers (these last numbering 274), as well as bricklayers, labourers, and others. Since that time the men employed at Chatham have more than quadrupled in number, as the establishment has increased in extent.

The importance of the dockyard in the days of the Great War and the menaces of the time forced upon the authorities in the latter half of the eighteenth century the necessity of creating adequate defences for the place in the shape of earthworks and forts. These were the well-known Chatham Lines. The Inner Lines enclosed the dockyard, barracks, St. Mary's Church, and the town of Old Brompton, while the Outer Lines was a name given to the open space devoted to sports and military manœuvres. Charles Dickens, who knew Chatham well, spoke of the defences in an article in *Household Words*, which may be quoted:

"I took a walk upon these Lines, and mused among the fortifications, grassy and innocent on the surface at present, but tough subjects at the core. Here I saw the artfullest pits and drawbridges, the slyest batteries in most unexpected angles and turnings, the lowest, deepest-set, beetle-browed little windows down among the stinging-nettles at the bottom of trenches. Steeped in these mysteries, I wandered round the trenches of Fort Pitt and then away to Fort Clarence, and, looking down the river from the sloping bank, I saw even there, upon the shore, a stranded little fort, with its weather-beaten brick face staring at the mud."

THE LARGEST CRANE IN CHATHAM YARD.
Capable of lifting 150 tons.

Sir Edward Gregory, who retired in 1703 (Clerk of the Cheque at Chatham for nearly twenty years), had been the last civilian to hold office as Commissioner of the yard. The last Resident Commissioner was Captain Charles Cunningham, on whose retirement, in 1829, the dockyard was placed temporarily under the inspection of Captain J. M. Lewes, Resident Commissioner at Sheerness. Captain, afterwards Admiral, Sir Charles Bullen was the first Superintendent, being appointed in December, 1831, and being invested with the same power and authority as the Commissioners, his predecessors, except in matters which were required by Act of Parliament to be done by a Commissioner of the Navy. As is well known, the Navy Board was abolished shortly afterwards, its powers being transferred to the Admiralty, and the Resident Commissioners at all the yards were replaced by admirals or captains as Superintendents. It is neither necessary nor desirable to enter here into the discussions which have arisen in relation to the functions of the various officers of dockyards. It was laid down in a memorandum by Sir Spencer Robinson that the Superintendent was in no sense responsible for the quality or cost of the work done in the dockyard. In 1879, when the new system was working, and when the Chief Constructor had long replaced the old Master Builder, there were 3,800 men at Chatham Yard, and yet only one Chief Constructor and one Constructor, whereas under the older system the supervision would have been under many more officers. At the same time the dockyard had increased in extent from ninety-five acres to 500 acres. In the first years of the nineteenth century Sir Robert Seppings, who was Master Builder at Chatham, attained great eminence as a Naval Constructor. Since his time a revolution has taken place in the constructive work at the yard, and many of the conditions that existed even twenty years ago have changed.



A WORKING PARTY READY FOR OPERATIONS.
Leaving the storehouse by the dockyard railway.
From Photos. specially taken for 'Navy & Army Illustrated."

The resources of the dockyard had been fully employed, and an ever-increasing strain at length forced upon the attention of the authorities the necessity for the expansion of the establishments.

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WOMEN WORKERS FOR THE FLEET.

The spinners of hemp for cables.

MAKING FLAGS IN THE CHATHAM LOFT.

Wind and weather cause a constant demand for flags of all kinds.
From Photos. specially taken for "Navy & Army Illustrated."

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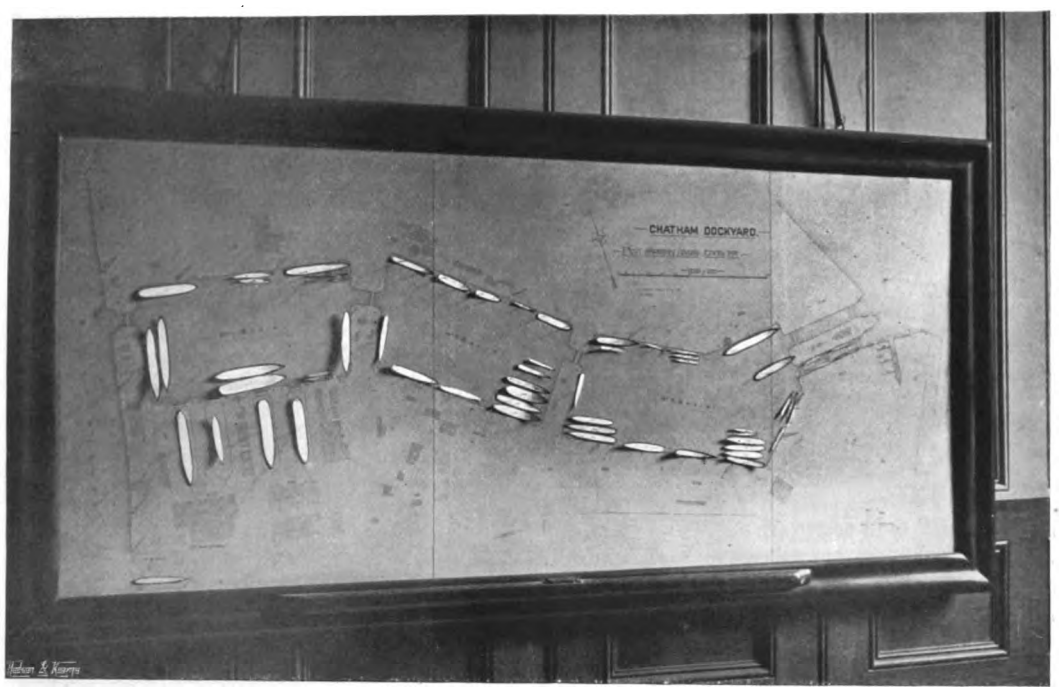
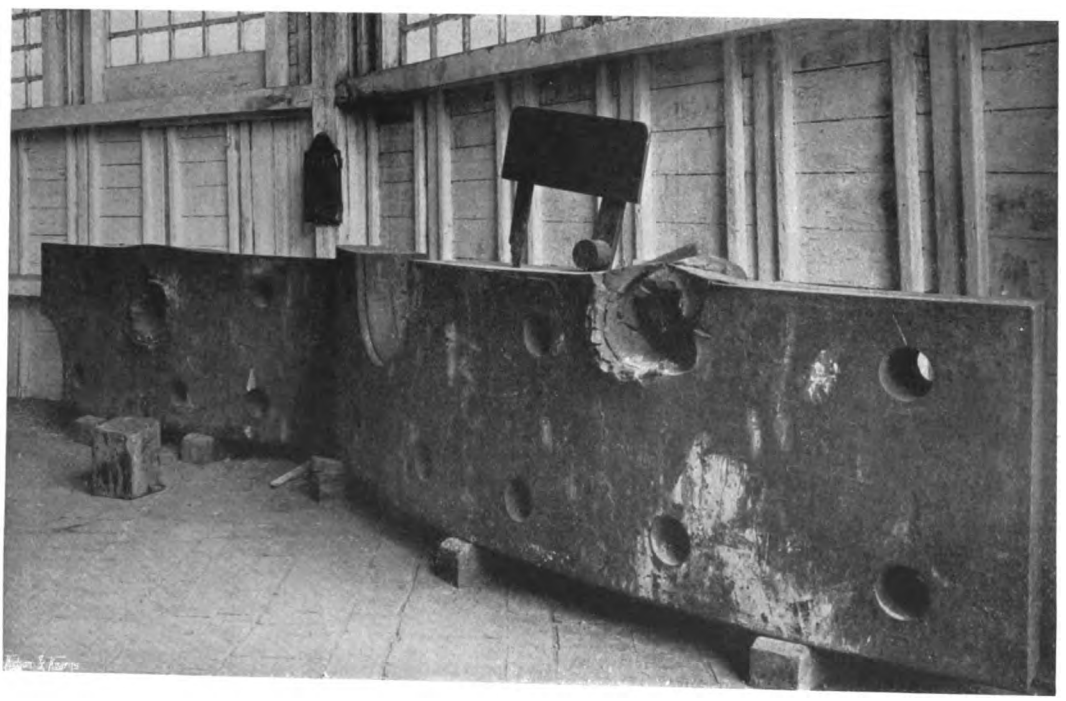


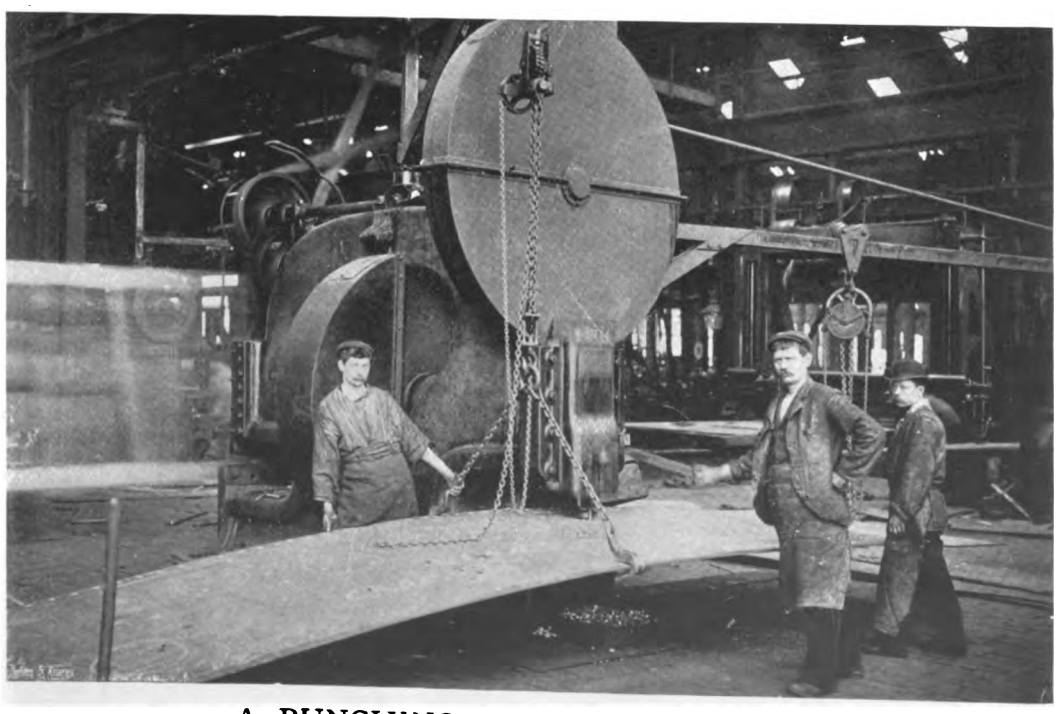
A PLAN OF THE DOCKYARD.

Showing how ships are berthed and docked.



AN ARMOUR PLATE AFTER TRIAL.

The effect of a 600-lb. shot at 200-yds



A PUNCHING MACHINE AT WORK.

Showing the method of making holes in ships' plates.
From Photos. specially taken for "Navy & Army Illustrated."

Sir J. Rennie, the eminent engineer, who was so greatly concerned in the Portsmouth works, was consulted in regard to the necessities, and an important plan for an enlargement was prepared by him. It was not, however, until 1853 that the Admiralty became possessed of the whole of St. Mary's Island and some neighbouring land, upon which the extension was to be made. Three years later the Navy Estimates bore a charge of £160,000 towards the work, and a large employment of convict labour was contemplated. Progress was slow, and little was done until 1864, when General Sir A. Clarke, who was then Director of Works at the Admiralty, took up the matter energetically. The works were in hand about eighteen years, the estimates of 1884-85 bearing a small charge practically for completion. The total cost had been estimated at £2,000,000, and the charge for labour had been reduced by the employment of convicts. The engineering difficulties were very great, for 400 acres of level marshland, often overflowed and abounding in swamps, had to be reclaimed and utilised; but these dockyard extension works, carried out through such a long series of years, have made the dockyard what it is. The success that attended the work was extremely gratifying, and Chatham, which is not in the most favourable situation, has, despite many difficulties, become one of the greatest and most efficient of our arsenals. By this extension, the river frontage of the yard was increased to three and a-half miles, and three great basins, with a total area of nearly seventy acres, and four large docks, as well as two locks communicating between Basin No. 3 and the Medway, and which can be used as wet docks when necessary, were added to the old establishment. There was a development also necessarily involved in all the building and repairing facilities of the yard, and large stores, machine shops, and the other requirements of a great dockyard have been created.

The huge crane which is depicted, the dockyard railway as a great facility for work, and the vast basins and docks, are thus accounted for. They speak loudly of the modern Navy, which has received many important additions from the Chatham Yard. The "Magnificent," "Victorious," "Illustrious," "Goliath," "Irresistible," "Venerable," "Albemarle," and "Prince of Wales" have been or are being built there. It is a proud record of a great work done, and does not take any account of the cruisers built at the yard. Chatham, on the other hand, has many memorials of the old Navy, including a large collection of figure-heads, which almost rivals that at Devonport. We see also that there is still scope for the deft hands of women in the Naval service. They are employed in the making of flags of all kinds, for which there is always a great demand, and they do good work in the spinning of hemp for cables. These are facts that show how many-sided are the interests and how diverse is the work carried on at the Chatham Yard.

[*Previous articles of this series appeared: Sept.* 7, 14, 21, 28; *Oct.* 5, 12, 19, 26; *Nov.* 2, 9, 16, 30, 1901; *and March* 22, 1902.]

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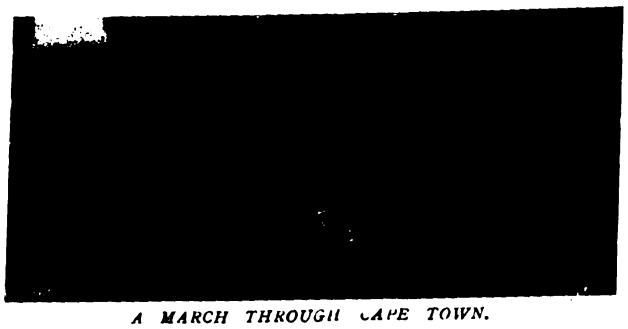
THE KAISER'S YACHT "ORION."



A MARCH THROUGH CAPE TOWN.

THE KAISER'S YACHT "COMET."

ROUND THE WORLD.

Per Mare, Per Terram.

By UBIQUE.

THE birthday of the aged King Christian of Denmark is always a festival marked by the gathering of his children and grandchildren to congratulate him upon the fulness of his years and honours. Once again Queen Alexandra has journeyed to Copenhagen to join the august company of her kindred on an occasion that rivets the sympathetic gaze of Europe, and the Prince and Princess of Wales join Her Majesty in this expression of filial love. Few monarchs have ever been more closely related to the Royal houses of Europe than the venerable King who celebrates his eighty-fourth birthday on Tuesday. He has given to Great Britain a Queen, to Russia an Empress, and to Greece a King, and there is scarcely a ruler in Europe who is not akin to Denmark. Alone among the great Sovereigns of Europe has Francis Joseph of Austria held the reins of royal power longer than the Danish monarch. King Christian's accession to his throne in November, 1863, had been regulated by the Treaty of London, May, 1852, and by the Danish succession law of July, 1853. In anticipation of the death of Frederick VII. without heirs, the Powers "taking into consideration that the maintenance of the integrity of the Danish Monarchy, as connected with the general interests of the balance of power in Europe, was of high importance for the preservation of peace," intervened and established the new succession. As all the world knows, peace was not maintained, and in the very beginning of King Christian's reign arose that diplomatically designed quarrel about Schleswig-Holstein which, by the Treaty of Vienna, robbed Denmark of those rich and important provinces, and set up conditions that ultimately brought about a new balance of power altogether. King Christian has seen much in the course of his long life. He has been a wise and sagacious man, and earned the devoted love of his subjects, who rejoice in his length of years.

NEXT year the Triple Alliance will be renewed, but there are many indications that its import will no longer be the same. The activity of the Pan-German League, and the famous language ordinances of Count Bodeni, making the Czech language official in Bohemia and Moravia, have provoked a violent racial quarrel which weakens the bond as between Germany and Austria-Hungary. The *rapprochement* between France and Italy is another sign of the times, and the Franco-Italian committees are working energetically to detach Italy from close sympathy with her German ally. Prince Gortchakoff, referring to the Triple Alliance, once said that any such agreement, however aggressive in intention, must, after a certain lapse of time, end by becoming a simple amicable understanding. The alliance will be renewed, but it is contended by many in Italy and France that the signature will be little more than a matter of form, the omission of which would be a much greater danger than the renewing of the agreement. Signor Raqueni, the secretary of the Franco-Italian League, says that the Triple Alliance is too old to bite; it has no teeth! He describes the young King as full of sympathy for France, and as free from the prejudices of his father, who was "hypnotised" by the policy of Bismarck, and thus brought under the domination of Germany. The *fêtes* at Toulon when the Duke of Genoa visited the port are expected to be renewed at Brest when he brings a squadron to represent Italy at the Coronation. A few years ago such demonstrations would have been impossible. Certainly the adherence of Italy to the alliance of the central Powers has imposed a heavy burden upon her, from which she seeks some alleviation. Her new friendship for France, moreover, is a fresh guarantee for the peace of the world. It takes the sting out of the Triple Alliance, and adds nothing to the Dual compact.

M. DELCASSE lately gave very satisfactory assurances concerning the relations of his country with Morocco. He reiterated what he said last July in relation to the importance attached by the French Government to the maintenance of the *status quo* in the dominions of Mulai Abdul, and the absolute independence of that ruler. Inasmuch as the movements of the French on the western and southern boundaries of Morocco have been the sole disturbing factor in the situation, the declarations of the French Foreign Minister are very welcome. It will be remembered that last year when the Shereefian War Minister, Kaid el Mehedi, with Kaid Maclean, the Commander of the Sultan's forces, came on a mission to congratulate King Edward VII. on his accession, missions also visited Berlin and Paris; and the result of the discussions was that British Army instructors were sent to train the Sultan's forces, while a Franco-Moorish Commission, which is now pursuing its work, was appointed to settle the frontier, and to determine to which Power the wandering tribes should be subjected. There has often been an apprehension that some Continental State might attempt to control the affairs of Morocco, but to meddle in that direction would be to incur perils such as few Governments would like to undertake. This is a safeguard for Morocco, which is a country of very great promise. All those who have met the Sultan have been impressed with his remarkable personality. He possesses an enlightened, vigorous, and penetrating intellect, and an imagination enabling him to realise possibilities which are generally foreign to his race, and is probably the intellectual superior of every native in his dominions. He takes a keen interest in science and is abreast of every advance. Unsparing of himself in his efforts to learn, his knowledge of foreign affairs is profound, and he has a largeness of view and a grasp of essentials that are very uncommon. He has already virtually introduced free trade and has inaugurated many reforms, and all who know him agree that, under such a ruler, free from the menace of outside interference, Morocco should rapidly progress.

IT is not to be doubted that the French Government is perfectly honest in its declarations touching China as well as Morocco. What has fallen from the lips of the responsible Minister in regard to the integrity of the Celestial Empire and the "open door" is all that could be wished. France has no desire to be drawn into adventures. Peace is manifestly of the first importance to her. There is, nevertheless, a very considerable menace in the Far East. All the Powers have developed their interests there, and cannot be indifferent to the internal affairs of China. Unfortunately, these are singularly unstable, and disturbances in Kwang-si or Southern China generally might easily precipitate a catastrophe. The flames of revolt smoulder in that region, with many outbursts, and the central Government can exercise no control. A new Taiping rebellion would not be a repetition of the last. The country is full of turbulent Black Flags, who, to do them justice, have many causes of complaint. They are no respecters of boundaries, and, if they should carry their ravages into Tong-king, troubles would arise which might easily call for active intervention, and create new and

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dangerous problems for the Powers to settle. In exactly what circumstances the active offices of the Anglo-Japanese Alliance might be called for is not easy to determine. France has long cast a jealous eye upon Yun-nan, and, though the commercial importance of that country has been grossly exaggerated, if she should be tempted to seek territorial aggrandisement in that quarter in satisfaction of Chinese outrage, grave possibilities would arise. Happily, temperate counsels rule, and they are needed in all that concerns the internal disorders of the sick man of the Far East.

DISCUSSION concerning the settlement of the Alaskan boundary shows signs of renewed activity in America. The provisional agreement made in October, 1899, when the attempts of the Anglo-American Commission to effect an arrangement broke down, is described as an unsatisfactory makeshift which should not be allowed to delay a final establishment of the boundary. The discovery of gold at Klondyke rapidly brought forward the question as one of the greatest importance. The Canadian claim, supported by the Imperial Government, is that to the Dominion belong most of the fiords between the Portland Channel and Mount St. Elias, including the Lynn Canal, which runs nearly 100 miles inland from the Pacific, with at its northern extremity the towns of Skagway and Dyea, and Pyramid Harbour affording the best line of approach to the Klondyke goldfields. The Americans, on the other hand, contend that the inclusion of these places in Canadian territory would greatly lessen the present and future value of the Alaskan fringe to the United States. They aver that Canada has no right to territory touching tide-water north of 54-deg. 40-min., that is, the southernmost point of Prince of Wales Island. They would carry the boundary up the Portland Channel, and far inland beyond all tidal water, to approach the sea at Mount St. Elias. This is assumed as an unquestionable right, and the Americans decline to submit the case to arbitration. It would be just as reasonable, as one of their exponents puts it, for Great Britain to claim the coast of Georgia or the port of Baltimore, and then to wish this demand to be referred to the judgment of a third Power. There is something of a *non possumus* in the attitude, and the situation is awkward and unsatisfactory, but should not be beyond the power of British and American legists and statesmen to accommodate.

OLD AND YOUNG SOLDIERS.

TIME was when there was a friendly jealousy between the Volunteer and his brother of the Regulars. Sometimes the jealousy became a little more than friendly—a little more than is to be desired in two forces serving the King. Such differences must and will always occur while men are men, until it comes about that each has to face a common enemy. Then all differences disappear as far as jealousy goes.

Many have noticed how the present war has brought out the loyalty of the Colonies. Few outside the soldier element of our population have noticed the equally important fact that the war has drawn our citizen soldiers into a nearer brotherhood with the regular soldiers than has ever been possible in times of peace. It was considered that the Volunteer force was just a safeguard for the country—something to "frighten the French" with—not a reality. How great a reality it has proved the present war will show. When this unhappy war is past, England's roll of fame will show that our splendid Volunteer force has shown the world how Englishmen can lead and die. This lesson will doubtless be remembered by those who disregard us as a Military Power.

How can one honour too much the men who have steadfastly done their duty in peace-time, foreseeing no honours and contemplating no reward? Their steadfastness is beyond all praise, with the result that some of the very smartest soldiers now to be seen in London are the Volunteers going to their Saturday afternoon parades.

Photo. Copyright. Speaight.

VETERANS OF THE VOLUNTEERS.

Non-commissioned officers of the 1st Volunteer "Steel-backs."

Reading from left to right the names are—Back row: Sergeants C. E. Wright (33), and H. Raby (24). Front row: Sergeants F. East (27), W. T. Wright (26, also four years in Canada), and H. Bailey (25) Total service, 135 years.

Probably none of our Volunteer battalions can show a record of longer service than those of the sergeants of the 1st Volunteer Battalion of the Northamptonshire Regiment. It would be interesting to be certain that these non-commissioned officers do not make a record. Whether their aggregate service be a record or not (that of five sergeants in one battalion), they deserve well of the country. It may be well said of such men that they have "kept us going." Sergeant Raby, with his twenty-four years, has the least service of these veterans. It may be mentioned that in this distinguished battalion the colonel, three majors (two of whom are honorary lieutenant-colonels), and two captains have the coveted distinction of the Volunteer Decoration, and are entitled to add V.D. to their names. To turn from old to young. The other picture shows young soldiers of the 5th Northumberland Fusiliers. This regiment is too well known everywhere to need remark. For old soldiers it may be wise to state that this shows soldiers of one of the new battalions. They will see that the new battalions are as true as the old ones to the records of the "Fighting Fifth." The handsome cup won by the young soldiers at Parkhurst on November 5, 1901, will, without doubt, be an incentive to them in future years. It is a great honour to win this cup, as the competition is open to all regiments at home and abroad, the competitors being necessarily under two years' service.

Photo. Copyright. Quinton.

THE YOUNG BLOOD.

Young soldiers' winning team—"The Fighting Fifth."

Second Lieut. O. B. Foster, Private Jeffs (now in South Africa, so Private Rose, the waiting-man, appears in his place), Lance-Corpl. G. Langtry, Private G. Davis, Private C. Blythe, Lance-Corpl. J. Francis, Private J. Silversides (Private D. Rose) and Private G. Bennett. Capt. R. C. B. Lethridge, as captain of the team, and Sergt.-Inst. of Musketry C. W. Churcher also appear in the illustration.

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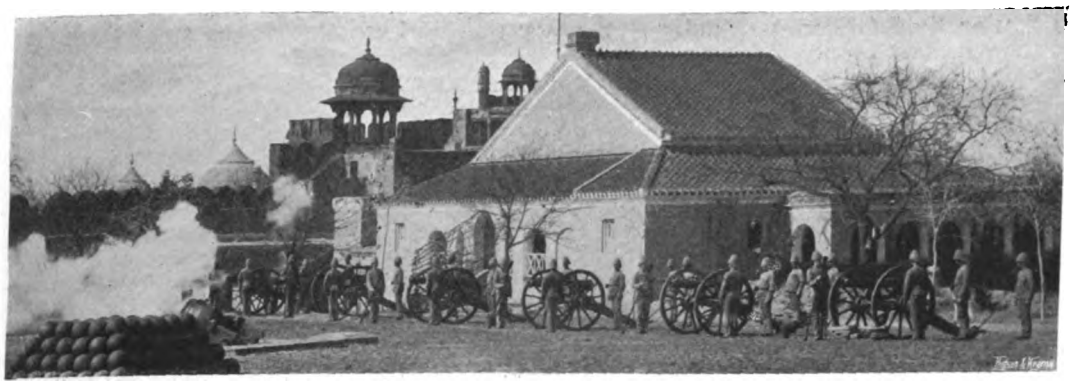

FIRING A SALUTE.

A SIKH SEPOY.

OUR INDIAN EMPIRE.

A RUNNING RECORD OF MILITARY LIFE AND INCIDENT IN THE "SHINY EAST."

By CAPTAIN OWEN WHEELER.

I AM sorry to see that some dubiety exists as to the appointment of an Indian Army Officer to succeed the late Sir Neville Chamberlain in the coveted rank of Field-Marshal of the Army. The suggestion is that General Sir Henry Norman, upon whom the choice was expected to fall, has never commanded any important body of troops in the field, and, further, that for the long period intervening between his retirement and his appointment as Governor of Chelsea Hospital, he was engaged in civil employment as governor of this or that colony. The precedent of Sir Patrick Grant's appointment shows that it has not always been necessary for a Field-Marshal to have commanded an army in the field, and it is very generally known that Sir Henry Norman's military services, although remote, were of the first order, both as regards that officer's personal gallantry and the conspicuous ability he invariably showed in dealing with every sort of military situation in which he found himself. But the point is that, even putting Sir Henry Norman aside—as, personally and frankly speaking, I think he should be put aside in this connection—there are other most distinguished officers representing the Indian Army who have fully earned the bâton by length and variety of service, and who have in their time conducted very important operations of war.

There is that grand old soldier General Sir Charles Brownlow, G.C.B., for instance, and another most gallant and distinguished leader, General Sir Charles Gough, V.C., K.C.B. The former commanded, as a brigadier-general, a column in the Looshai Expedition of 1871-72, while the latter led a brigade of all arms in the Afghan War of 1878-80. As for general service, both can go back to the Punjab Campaign of 1848-49, and Sir Charles Brownlow on the Frontier, and Sir Charles Gough in the Mutiny, made for themselves a reputation for personal gallantry which is scarcely surpassed in the records of the Service. Have these men not a claim to be considered "in the running" for that special form of military distinction which marks the Sovereign's approval of exceptionally long and brilliant and faithful military service?

There is no question that India will be deeply hurt in this matter if the bestowal of the bâton if its title to consideration in the person of some one of its veterans is slighted. The Indian Army has in past times had much to put up with in the matter of the distribution of military honours. At the close of the Egyptian Campaign it saw men plastered with three and even four decorations, while those who had done far harder, and some might say far better, work in Afghanistan had had to be content with one. The medals for Chitral were very long in coming as compared with those for Khartoum. South Africa has produced a splendid crop of orders, brevets, and what not else of military distinction, in which India has had but little share, while the pacification of Burma, which, in its way, involved work every bit as trying and dangerous as much of what has been done in South Africa, is marked by a medal and a few D.S.O.'s only. There are officers of the Indian Army, I make bold to say, with one or two medals on their breasts who have seen twice as much solid fighting and done twice as much genuine soldier's work as some men of the home service with three or four and a D.S.O. or C.B. into the bargain. The Indian Army bears all these things more or less patiently, but, having contributed Field-Marshals like the late Sir Donald Stuart and Sir Neville Chamberlain to the list of recent Field-Marshals, and being prepared to supply their places with men like Norman, Brownlow, the two Goughs, Lumsden, Watson, and half-a-dozen more, it will probably exhibit very distinct annoyance if the bâton now available goes to any but an Indian officer.

Talking of the manner in which decorations have been showered upon participants in some of the modern campaigns in which the Home Army has been interested, while Indian service has been at times but scurvily rewarded, I remember rather a quaint snub which was administered to a junior officer of my acquaintance shortly after the Egyptian Campaign of 1882. He had served on the staff in the expedition, and had received the Medjidieh as well as the medal and the bronze star. With these three blazing on his manly bosom he went up to a rather distinguished major of Indian cavalry, and, pointing to the solitary Afghan medal which the latter wore said, "I thought you had been in more than one campaign, Major." "I have the Frontier medal, if that's what you mean," responded the other briefly. "Then why don't you wear it?" I forget the exact words of the reply, but it was to the effect that, having only served in but one or two small expeditions the possessor of the Frontier medal did not care to wear it in the presence of men who had only that to show for years of hard fighting. The Egyptian hero did not pursue his investigations further.

The latest news from Afghanistan is anything but reassuring, but much may happen before this appears in print. As I write the most disquieting symptoms are the report of open dissatisfaction among the Afghan troops, save those of the Ameer's own bodyguard, and the clear manifestation of feminine intrigue in the person of the Bibi Halima, a lady of whom we may expect to hear a good deal more in the near future. For when women do intervene in Asiatic politics they do so with a whole-hearted unscrupulousness of which the Empress of China is a contemporary and sufficiently convincing example, and of which Indian political officials could tell a good many striking tales.

As to the Afghan Army, a short quotation from Sir Thomas Holdich, who thinks that some day this army may be useful to us, seems particularly appropriate at this juncture. South of the Hindu Kush, he says: "We have material for some of the very best fighting troops that Asia can produce. Because the Ameer's Army has melted away before us, and because the selling of a battle has become almost a tradition amongst Afghan troops, it would be most erroneous to assume that they are always cowards and turncoats. . . . At least 40,000 of the Ameer's troops are of first-class material (though I should not care to indicate exactly which are the best troops). This being the opinion of a very genuine expert who has seen, as I showed by a quotation in the issue of NAVY AND ARMY ILLUSTRATED for November 2, the Afghan Army in some of its latest developments, Habibullah is evidently treading on dangerous ground in withholding his soldiers' pay. It would be difficult to imagine a situation more full of pitfalls and one in which even the best intentions coupled with administrative capacity and native shrewdness may not serve to avert a strangely comprehensive catastrophe.

In the *Times of India* which came in by the last mail I notice several appointments of military officers to the post of Cantonment Magistrate, which reminds me that I once held that important office for ten days, being vested during that period with powers of imprisonment up to two years! The circumstances were rather peculiar. During the cold weather I, a junior subaltern of a British infantry regiment, had been sent

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up much against my will to officiate as Station Staff Officer at one of the hill stations, and on arrival I found that the only other European residents beside myself were the officer commanding the station, a civilian assistant commissioner, a doctor, and an executive engineer. The officer commanding was *ex officio* Cantonment Magistrate, with, as I said above, powers up to two years' imprisonment, which, however, he took good care not to exercise. He had instituted a scale of fines, and appeared to consider them excellently adapted to the sort of bazaar offence with which he had to deal. According to this scale an aggravated assault could be indulged in for about eight annas (say, a shilling), while wilful murder would probably have "come out" at about two rupees. For smooth and summary procedure I have never seen that Cantonment Magistrate's court equalled, and when the officer commanding went away on ten days leave—granted by himself—and left me in military charge of that important community, I sensibly continued my superior's benign *régime*. So I can proudly say that no poor downtrodden native has ever languished in gaol for two years at my bidding, though beyond question I could have inflicted that sentence had occasion arisen and I been "so dispoged."

Talking of Cantonment Magistrates, I remember one, an Indian cavalry officer, who settled a case in which a brother officer of mine was concerned with amazing perspicacity and promptitude. My brother officer had caught his syce, or native groom, ill-treating his pony, and, being a person of choleric temperament, had laid his driving-whip pretty smartly round the syce's bare legs. When he had freed himself from the loving embraces of the lash, the syce sped hot-foot to the court, where the Cantonment Magistrate was administering justice. In plaintive language, and with Oriental embroidery, he explained how the sahib had hurled him to the ground and beaten him with a huge stick on every square inch of his vile body. "Strip off his kupra (garment) and see if there are any marks on his back," said the Cantonment Magistrate to the police. Of course there were no marks there, as he had only been whipped on the legs. "Take him outside, then, and give him two dozen for bringing false evidence against a sahib. Next case!"

AN INTERESTING CEREMONY.

THE religious beliefs of every section of the British Service are always carefully considered by those in authority. Each soldier of the Crown is always free to worship in the way in which his forefathers have been taught to do. This is quite as true in the case of our Asiatic troops as in that of our Home Army. The picture represents a regimental Guru reading passages from the Sikh Granth to his co-religionists in a Burma battalion. In far-off Burma he observes exactly the same ceremonies as he would do in his native Punjab. The sacred Granth is always the especial charge of the head Guru, who is generally, like the man holding the miniature battle-axe in the picture, a grave and strikingly warlike personage. Soldiering is bound up with the Sikh religion. It is probable that this old priest has taken his part in many a battlefield. It is certain that, if his disciples are called on to fight to-morrow, he will be in the forefront of the battle, encouraging all by precept and example.

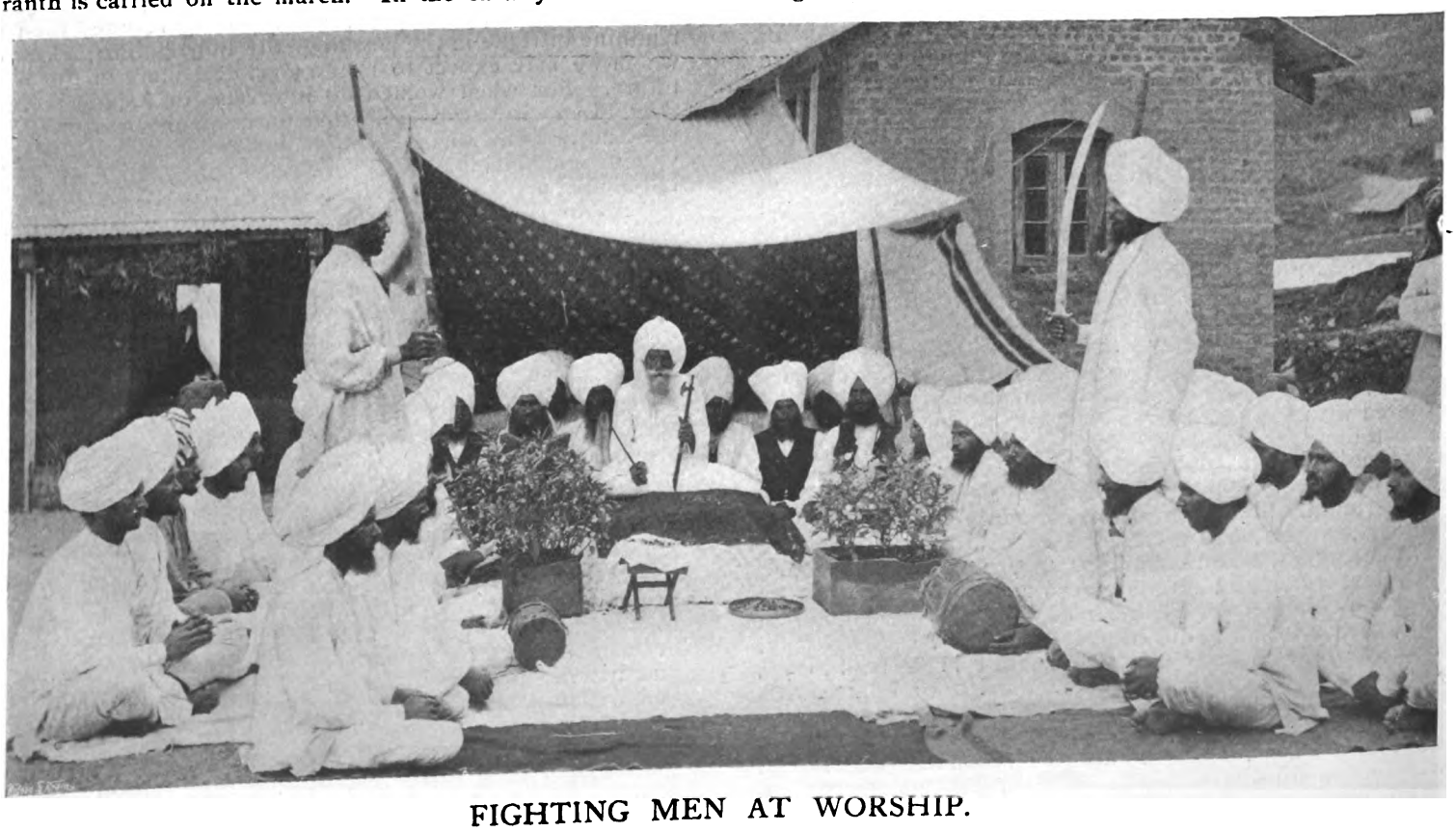
As the service goes on, cymbals are clashed and tom-toms beaten at intervals when all the worshippers respond to the Guru's exhortations. The responses are accompanied by many well-understood contortions of the body, all being part of the recognised ceremony of worship.

The service of which the above is a picture is one held on a sacred day. The serious and reverent attitudes will be noticed. Every worshipper is clothed from head to foot in spotlessly clean clothes, and each man gives his heart to his devotions. All ceremonial is attended to with scrupulous care, and at the end of the service sweetmeats are distributed.

It is a picturesque sight to see with what reverence the Granth is carried on the march. In the cavalry it is often carried on a camel under a canopy, a mounted man on each side carefully whisking away any flies that may approach the sacred book.

When it became necessary to extend the army required for the occupation of Burma after the annexations made by the great Viceroy, Lord Dufferin, it was found that the Madras Army alone could not supply the necessary troops. To have done so would have depleted the garrisons considered essential by the Government of India for the safety of Madras. In the latter Presidency, notwithstanding years of peace, there are many disturbing elements. In disregarding the disturbing factors of the disloyal portions of the loyal Native States, the Moplahs alone required careful guarding and surveillance. The Government did not want to make an undue call on people who had fought so well for us and against us in bygone years, and consequently decided to fill our ranks with men who had more recently been used to ways of war. No one believes that the British-born man is less gallant than his New Zealand brother. The latter is, however, better fitted and more used to the circumstances which surround him in the veldt.

All who know the Sikh will agree that, in addition to his undoubted valour in the field, his amenability to discipline, and his adherence to the cause he serves, he posesses in common with the Englishman, the virtue of carrying his qualities far afield. The Sikh is a man who, like the Englishman, will make himself at home wherever he may be. Though he keeps his religious observances strictly, he will never thrust the necessity of keeping them down the throats of people with whom he happens to associate. His dignity, not to mention the strength of his arm, makes him friends wherever he goes.



FIGHTING MEN AT WORSHIP.

A regimental priest conducting a Sikh service.

Photo by Sergeant-Major Newland, I.M.S., 6th Burma Battalion.

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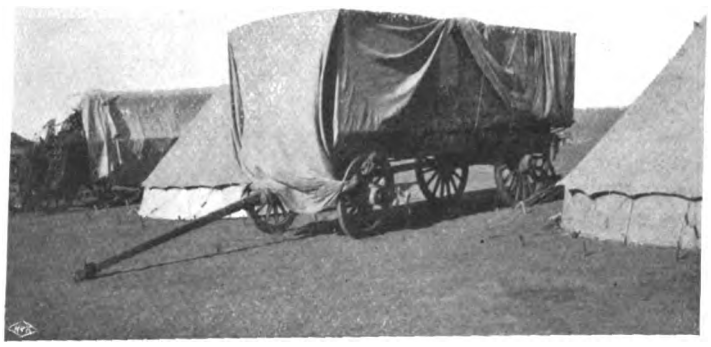
THE WIDE, WIDE VELDT.

[Anecdotes and Pen Pictures by a War Correspondent.]

ONE of the most curious developments of this protracted war has been found in the good relations which have existed between the wives and daughters of the Boers and the invaders. Of course, there have been many cases of extreme bitterness. Mrs. "General" Smuts comes to my mind. This good lady, when she was removed from her farm to be conveyed to a concentration camp, used language to her escort which would have rendered a "bargee" speechless with awe—and possibly admiration. But as a whole, considering the distressing nature of the work, which has thrown the men of the one nationality into the company of the women of the other, it is marvellous that any intercourse has been of a friendly nature. The women, in many cases, have seen their homes destroyed before their eyes; have had fathers, husbands, brothers, or sons killed in the war; know that their life-happiness has been practically wrecked, yet they do not seem to pin any particular responsibility for this upon "Tommy" or his officer. They point with opprobrium



MRS. DELAREY'S HOME ON THE VELDT.

The carriage used by the wife of our chivalrous foe.

to the one or two men whom they believe responsible for the war, and they treat "Tommy" as well as their circumstances will permit. In some quarters it is said that Lord Methuen owes his recent release to the courtesy which he showed to Mrs. Delarey when that lady fell into his hands. If this is true, the general feeling which has pervaded the whole of the British Army, and has ruled its action in the matter of martial courtesy, has borne at least one good result. General Delarey's family certainly had ample opportunities of judging of the true character of British soldiers, as for months they had columns or brigades centring at their homestead. What I remember of them was that Mrs. Delarey was stolidly indifferent—a lady of placid urbanity; but her daughter was of quite a different type. She was a high-spirited Africander girl, full of admiration for the manner in which the burghers had stuck to their cause. She wore the Transvaal colours pinned aggressively upon her dress and hat, and would only answer a Britisher in scornful monosyllables. But even her father's capable generalship, her

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COMFORTABLE CARRYING FOR THE WOUNDED.

Doolie and bearers of the Indian Medical Service.

A COMPANY OF THE 1ST BLACK WATCH.

The garrison of the Royal Highlanders at West Hill Fort, Kroonstad.

mother's indifference, and her own contempt for everything British, could not save her home—the pity of it all, one thinks, when one considers that two of this family at least have shown those qualities which we as Englishmen most admire in an enemy.

We are told that Kroonstad was a favoured honeymoon resort for the people of Johannesburg, when that latter town was at its zenith. As we, who have a country full of beautiful places, stand in the main street of Kroonstad and gaze down its dusty little thoroughfare—for it is practically a "one-street affair"—we can hardly imagine that anyone could ever have chosen the place as a resort in keeping with the climax of sentimentality. But they did, I suppose in the spirit of Hobson's choice—that is, it was the best place within easy distance of the Gold Reef City. At its best Kroonstad only boasted one real attraction, and that lay in the little trickle of a stream called the Valsch Some residents of Kroonstad in the past showed themselves to be possessed of an energy unusually foreign to the Dutch South Africans—they dammed the Valsch. The result was a very fair imitation of the Wye

WEST HILL FORT, KROONSTAD.

A place that would be difficult for even De Wet to get past.

for about 500-yds. In this oblong puddle lived a boating club. Five skiffs and a punt and a half-mile of shady lagoon were sufficient to constitute the tiny centre as the Henley of South Africa.

If one is to believe the Press critic, there are few departments which have done any good with the army in South Africa. But I doubt if there is a critic crass enough to cast a stone at the patient Indian doolie-bearers. Their indifference to bodily hurt, their steadfast desire to do that which they are paid to do, regardless of consequences, and their docile behaviour, must be seen to be appreciated. Fatalists, they face situations before which the more highly-strung European quails. They are worthy of all admiration. Moreover, they are totally ignorant of the fact that they are brave. Humble and cringing in mien, they perform in the fighting line prodigies of valour unattempted by the legitimate fighting man. I have seen four hospital doolies, with its complement of sixteen native bearers, walk boldly, without the men altering their pace, into a shell-and-shot driven space from which a cavalry brigade had twice turned back. Although Pom-pom shells simply surrounded the doolies with circles of bursting projectiles, the bearers never once faltered in their work.

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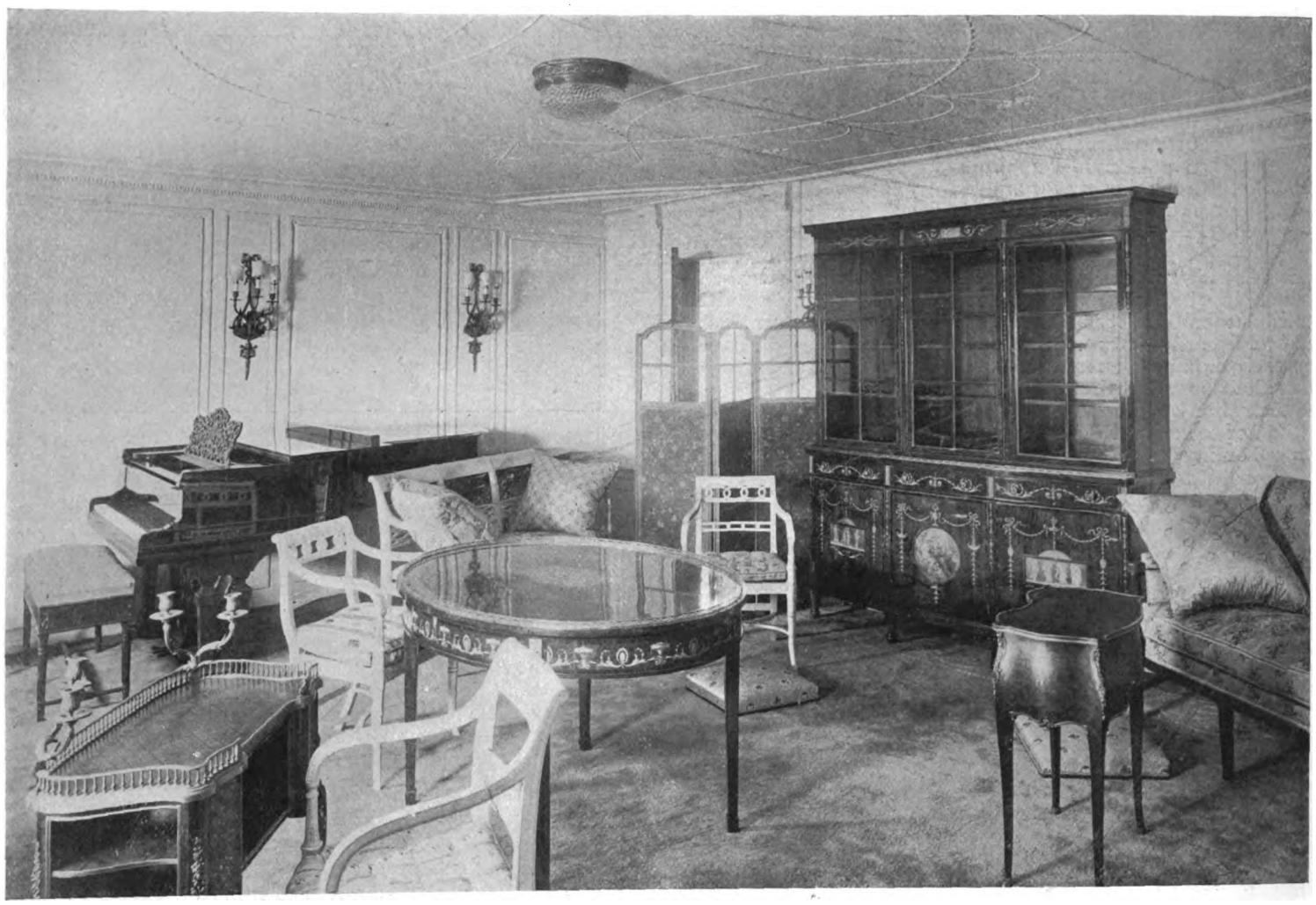
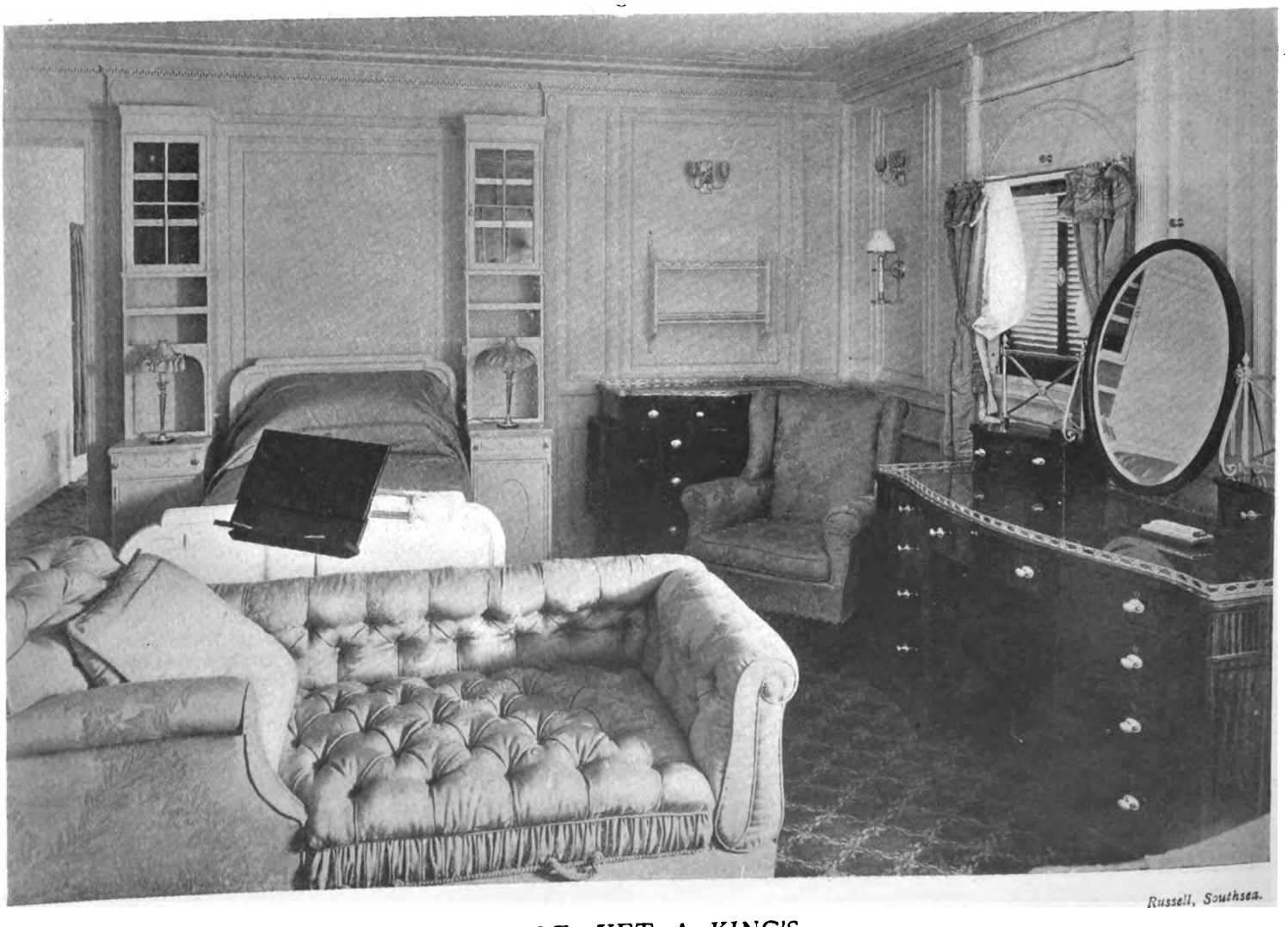
THE KING'S CRUISE:



THE ROYAL DRAWING-ROOM.

Where many favoured guests have passed pleasant evenings.



Russell, Southsea.

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SIMPLE, YET A KING'S.

Here His Majesty rests from the arduous duties of the day.

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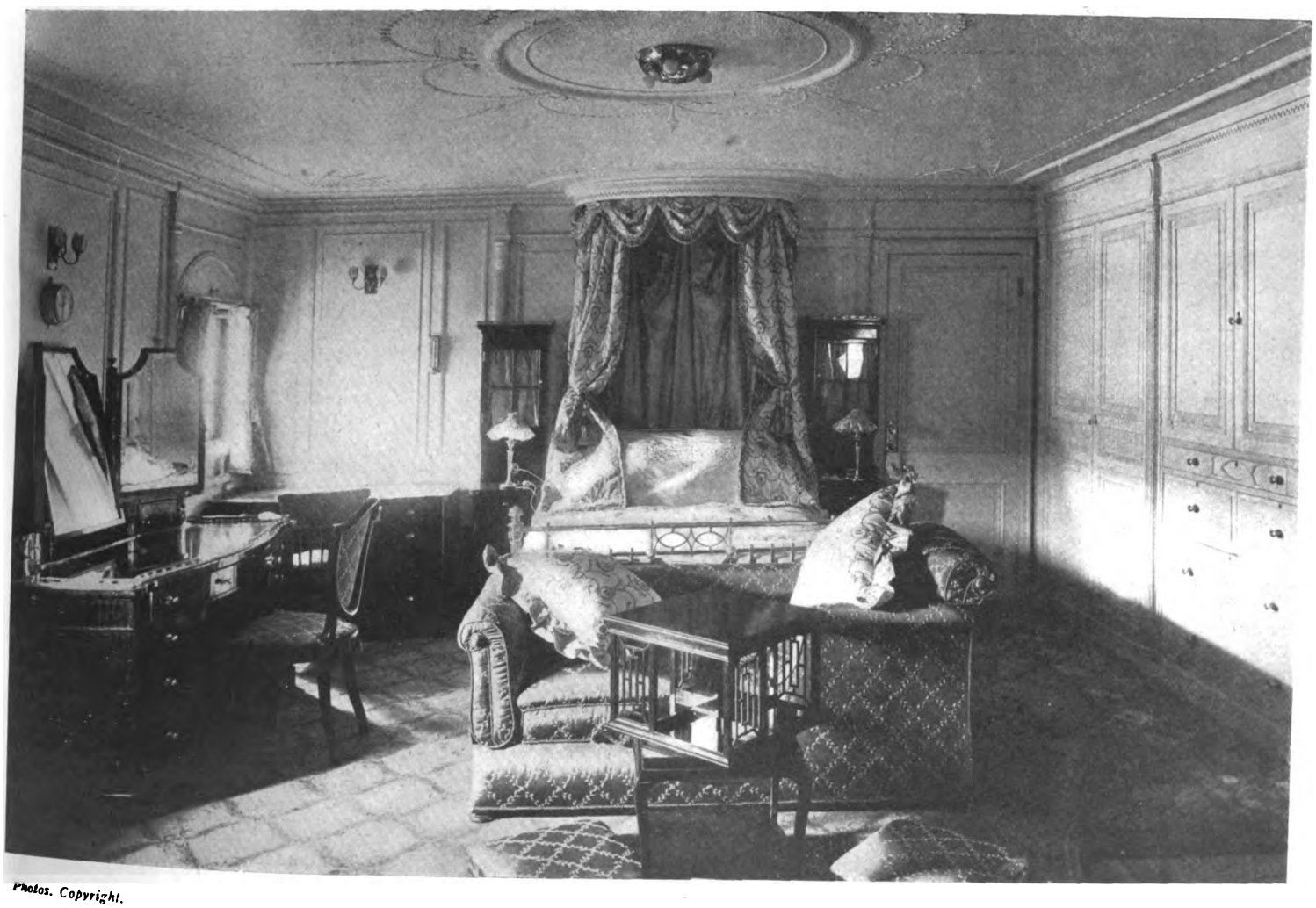
ON BOARD THE YACHT.

THE ROYAL DINING-ROOM.

Where good digestion waits on appetite and health on both.



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THE QUEEN'S BEDROOM.

Worthy the First Lady in the Land and our King's Consort.

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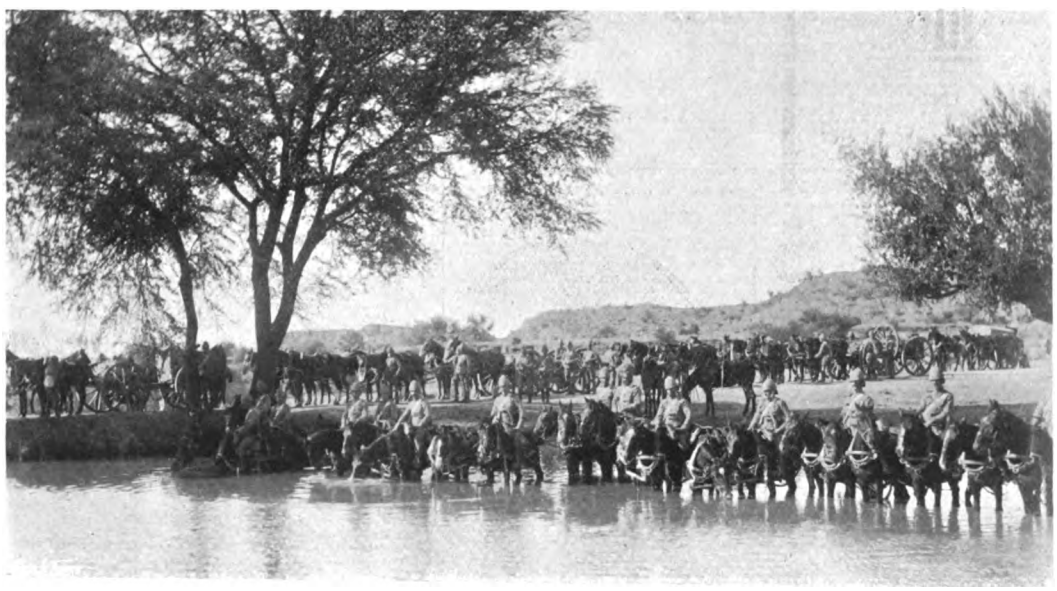
A BATTERY ON THE MARCH.

IN A PARCHED LAND.

Persian wheel drawing water for the horses.



THIRSTY COMRADES

Watering at a convenient river.

Photos. Copyright. "I'M AFLOAT, I'M AFLOAT!" *"Navy & Army."*

"Spokey" and his waggon on the Chenab.

HERE are three scenes sent us by an officer of the 10th Field Battery, illustrating a march from Rawal Pindi to Jullunder in the winter of 1898. With the modesty characteristic of that good battery, the sender does not mention the very arduous marching that the battery had had not many months before it started for Jullunder.

The march last alluded to was one of the most trying ever undertaken by a field battery. The 10th Field Battery was then hastening to the front, and the obstacles that it had to face would by many have been considered "impossible."

The French say "Nothing is sacred to a sapper." We might say "Nothing is impossible to a gunner." It seemed that no wheels could go over the ground which the 10th Field was desired to cover. Its commanding officer, however, thought differently. This C.O. was the well-known "Paddy" Anderson, who is equally appreciated as gunner, steeplechase rider, staff officer, and thorough good comrade.

Such a small difficulty as taking a battery on wheels where no wheels of the ordinary kind could go was nothing to him. He at once decided to remove his axletrees, and by means of hewn trees to replace them. His wheelers ("Spokey" first) soon made rude axles, and thanks to Major Anderson's brain and energy and to the good work of his officers and men, the battery was moved complete to the scene of action. The horses were led and the ammunition "handled" for miles, necessarily slowly. The "jury" axles were, of course, fitted to diminish the track to possible limits. It was an original idea, and it is characteristic of the originator that, when describing it, he alluded to himself, not by name, but as "the officer commanding 10th Field Battery" (R.F.A. was not then official). It is satisfactory to note that this tried warrior obtained, subsequently, a brevet for this and other services.

After the war, the 10th had a spell of rest, and then started for Jullunder.

Marching in time of peace is perhaps the pleasantest part of a soldier's duty in India. After a day or two one soon gets used to the "down-house" at réveille.

The pictures show marching in the Punjab, where it is not necessary to start in the middle of the night, as is the case in Southern India. The start is always before sunrise. Réveille sounds. The silent camp becomes a thing of life. All tents are down in a twinkling. Before réveille the line orderlies have silently seen to the horses. The men's coffee is ready. No noise of any sort is permitted save what is necessary for guard duties. On the first note of réveille all are alert. Tap! tap! tap! tap! go the tent-pegs. Down come the tents—coffee and bread—and away off.

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THE NAVY & ARMY ILLUSTRATED.

VOL. XIV – No. 271.] SATURDAY, APRIL 12th 1902

Photo. Copyright. *Elliott & Fry.*

THE MODEL MILITARY GOVERNOR.

MAJOR-GENERAL SIR GEORGE TINDAL PRETYMAN, K.C.M.G., C.B., R.A.

Whatever fate may have in store for this excellent and distinguished officer, who, before going to South Africa, had won considerable distinction in Afghanistan, and led a brigade in Sir William Lockhart's expedition against the Isazais, he will long be chiefly remembered for his brilliant administration of Bloemfontein after the impressive entry of Lord Roberts's conquering army. His tact and ability were here shown to admirable advantage, and there is little question that they were productive of highly important and lasting results. Successful war is waged with other weapons besides guns and swords, and soldiers of General Pretyman's stamp are pillars of strength to an Army with such varied responsibilities as are attached to ours.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. If here stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

An Empire-builder.

LAST week Cape Town mourned the first great architect of dreams that South Africa has given to the Empire. He has been called a statesman, but the term scarcely fits the man. Statesmen are more concerned with such matters as can be dealt with in leisurely official manner with due regard for precedent and propriety. They may

> "Know the seasons when to take
> Occasion by the hand, and make
> The bounds of freedom wider yet."

But there are times when Occasion must be taken by the throat. The men who know these seasons when they come, and who are ready with a strong grip, are at once something more and something less than statesmen. We can only call them Empire-makers, as we now call Cecil Rhodes. This week we have held a service in his memory under the dome of St. Paul's. The official world has paid its formal tribute. The unnumbered millions who were Cecil Rhodes's fellow-countrymen have taken no part in funeral services, but in spirit they have laid upon his bier their wreaths of regret and sorrowful recollection. A few have raised voices to protest against the National Cathedral being offered for the purpose of commemorating a man in whose character there ran such a mingled strain of good and evil. "Evil" we say bluntly, for it was a defect in Cecil Rhodes that he held the cynical belief of Sir Robert Walpole, "that every man has his price." He has not left the standard of public life higher than he found it. He has not made it more easy for the official guardians of public morality to persuade people that in matters of State honesty is the best policy. But what these official guardians refuse, and always have refused, to look at without blinking their eyes, is the fact that in men of extraordinary ambition and exceptional will-power there is always some defect. Take the adventurers who founded the British Empire on the Spanish Main. Judged by a strict standard, they were little better than buccaneers. They burned and slaughtered and robbed after the manner of pirates. Come down a little later, and consider the careers of Clive and Warren Hastings. The world cried out upon them just as it has cried out against Cecil Rhodes. You can no more build up Empires by methods that are straitly in accord with Sunday-school precepts than you can make omelettes without breaking eggs.

Great men are a law unto themselves. They always have taken their own way, regardless of the bounds that are set to the mass of mankind. They always will. "You cannot have a round back without a hollow chest." It is not given to those who follow quietly the beaten tracks to discover new tracks, to open fresh fields and pastures new. Nor is it to be expected that a mind which can conceive great ideas should be "cribb'd, cabined, and confined" in all its operations by the ordinary rules of conduct that have been framed for ordinary men. There are many who cannot understand this. Their minds are too narrow, their knowledge of the world's history too limited, to allow them to realise any standard but those which they have accepted without question from Custom and Circumstance. Rhodes put his trust in the power of money, it is true, and found that it could not do all he hoped for from its influence. Is he the only man of commanding genius who has leant upon a broken reed? Cæsar trusted in his skill at playing off one hostile party against the other, but he fell by the daggers of the men he called his friends. Napoleon thought the might of armies could be made an instrument for the subjugation of the world. At Waterloo he saw that his belief was vain, and he died in exile, a broken, solitary prisoner. Oliver Cromwell had so firm a faith in himself—some have called it by the name of faith in Heaven—that he adopted from the despotic phrase-book the adage that the ruler can do no wrong. A few months after he had disappeared from the mortal scene all his work was undone. Of each of these men we can say now that they were mistaken in the means by which they sought to reach their ends. But do we on this account deny them their title to greatness?

You may say, if you will, that if Empire-building involves the relaxation of the ordinary rules of judgment upon the actions of mankind, it were better to give up building Empires. That is a point of view, though not one that is popular just now. But to affect to judge a man of Rhodes's stamp and record as if he were a company-promoter or a mere unscrupulous, self-seeking finance-monger, is as futile as it is dishonest. Small souls are always jealous of greatness, always ready to disparage and to sneer at it. This it is which gives truth to the bitter saying of Cassius that has sometimes been applied to Cecil Rhodes:

> "Why, man, he doth bestride the narrow world,
> Like a Colossus; and we petty men
> Walk under his huge legs, and peep about
> To find ourselves dishonourable graves."

Rhodes was not a sailor or a soldier, and yet it cannot be inappropriate to dedicate to his memory a page of a journal devoted to the interests of the Navy and the Army. For what is the concern of the Navy and the Army but the strengthening and extending of the Empire? And what was the career of the man we mourn but one long struggle to leave that Empire stronger and of greater extent than it was when he came upon the scene? He had had his experience of warfare, too, had undergone his baptism of fire, and shown his courage and endurance throughout a difficult and dangerous campaign. Recollect his characteristic telegram at the time when a party in England was calling for his resignation as chairman of the Chartered Company: "Let resignation wait. We fight Matabele to-morrow." How small and trivial seemed the war of words in peaceful London, when this message brought before us a vivid picture of the hills and valleys of Matabeleland, with the sun burning overhead, and a fierce and deadly contest between black and white races raging beneath its rays! And now Cecil Rhodes lies buried there, among the Matoppo Hills, the scene of his famous parley with the native chiefs, when he took his life in his hand and by a few words spoken to the point ended the war. He was born in a quiet English vicarage, but the restfulness of the English country-side had little part in that active nature, ever seeking to accomplish the impossible task he had set before him. Now

> "He sleeps beneath another sky,
> Sleeps in the trackless waste that seems,
> Lonely and vast, to testify
> To his illimitable dreams."

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THE BLUE RIBBON OF ARMY FOOTBALL.

THE ARMY CUP, WON (1902) BY THE DETAILS OF THE BLACK WATCH.

YEAR after year football seems to gain the appreciation of the British public. The craze for ping-pong has not yet, as far as we know, distracted the attention of the lover of sport from the football-field. Some years ago we did not like to see "Socker" taking the place of "Rugger." Now many of us are doubtful as to which is the better game. An old Rugby player watches with intense excitement the trained "socker" team passing the ball with unerring accuracy. He forgets in his enthusiasm his loyalty to the older, and what he considers the legitimate, game. Just in the same way, a fox-hunter who has been brought up from his youth to regard the pursuit of Reynard on the English lines as the only correct way of dealing with wild animals, may become enthusiastic at a bull-fight. It is a new form of sport to him, and the exhibition of skill, daring, and muscle that it affords is a revelation. The grandmotherly tales of cruelty vanish, and, for the time, he longs to have the skill and the supreme nerve of a matador.

Photo. Copyright. *Russell, Southsea.*

A HANDSOME TROPHY.

Challenge Cup for the Army—Association football.

Something of this sort of feeling must influence the crowds who go to see the great football matches. Many of them have never kicked a football in their lives, and only a small portion of the crowd understands the technicalities of the game. Still their interest never seems to flag, and most of them can appreciate any really brilliant bit of play by a showy player. It requires the expert to appreciate the useful play of a team, well drilled and well together, where each man knows how to keep his place. In such a team each man plays as a part of a machine. The good player must have eyes in the back of his head as well as being able to see right, left, and forward. No single opportunity is lost. His pace is regulated to the same nicety with which are the force and direction imparted to the ball when he kicks it. Training only brings this perfection. Every battalion and important unit at home and abroad pays great attention to its football. Both battalions of the Black Watch—the old Forty-twas and the old Seventy-third—are now defending the flag in Africa. That they have left good representatives behind them is manifest from the fact that the Edinburgh Details of the Black Watch won the Army Cup (of which we give an illustration) at Aldershot on Wednesday, the 2nd inst. The runners-up were the 4th Battalion of the Lancashire Fusiliers—a new battalion of the distinguished old 20th Minden Boys, now quartered at Portsmouth.

Silver medals were presented to the winners by Lady Hildyard, who at the same time presented bronze ones to the runners up. The Cup was, of course, first given to the winners, who were doubly cheered, firstly on account of the remarkable achievement of "Details" carrying off this important trophy, and, secondly, because this is the third victory of the old Black Watch in this contest. When it comes, as luck may have it, that the Lancashire lads carry off this trophy for the third time, none will cheer more heartily than their comrades of the Black Watch.

The picture showing the defence of the goal by the Black Watch goal-keeper is exceptionally good. Every expression is caught exactly as it occurred. We are told that Keir had twice to use his hands in defence of his goal. For the uninitiated it may be stated that the goal-keeper is allowed to touch the ball with his hands. The statement does not imply that Keir had "to put up his bunch of fives."

Photo. Copyright. *Knight*

AN ANXIOUS MOMENT.

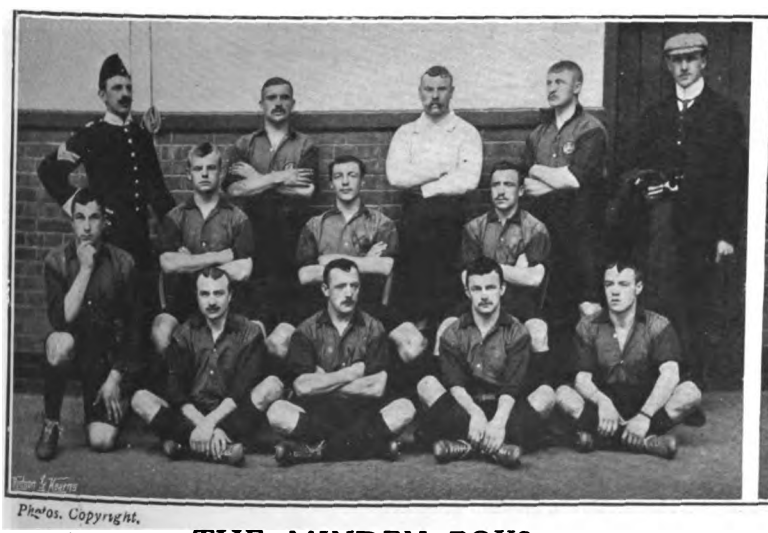
Keir ready for the ball.

Everyone regretted that the lieutenant-general commanding was prevented by illness from attending this interesting match. There was, however, a brilliant attendance.

To Connor is due the fine straight shot which secured the victory for the Jocks. This was the one score for either side. The match ended: Black Watch one goal, Lancashire Fusiliers nil.

Captain Simpson, an old Fusilier, acted as referee, the linesmen being Captain Curtis of the Bedfords, and Captain Balfour of the Highland Light Infantry.

The sporting match was a replayed tie, which naturally added to its interest.



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THE MINDEN BOYS.

Private Warburton (goal), Private Ainscow and Corpl. Booth (backs), Private Rodgers, Sergt. Bottrill, and Private Ward (half-backs), Private Taylor, Private Beswick, Lance-Corpl. Jones, Private Burke, and Private Moores.

THE WINNING JOCKS.

Private Keir (goal), Private M'Kay and Sergt. Turner (backs), Sergt. Anderson, Sergt. Docherty, and Lance-Corpl. Naion (half-backs), Sergt. Webb, Private Hynd, Private Connor, Private Fisher, and Private Emley.

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VOLUNTEERS AT EASTER.

IT had been decided that the manœuvres which our citizen soldiers, at great inconvenience, and often at great loss to themselves, willingly undertake every Easter, should this year take a more practical form than has hitherto been the custom. It used to be considered sufficient for instruction to mass large bodies of troops so as to accustom them to the conditions of camp life. The massing was followed by a few sealed pattern marches, and the so-called manœuvres were concluded by a grand march past—a great spectacle in fact, but not, as soldiers understand it, a display of military power.

It certainly was all very fine and large—stalwart men in gay uniforms—phalanx after phalanx passing in gallant array to the strains of good bands. Lightheartedness everywhere. Great joy when Araminta spotted Adolphus on his charging horse or bravely shouldering his rifle. All *magnifique—mais pas la guerre.*

Nowadays things are changed. The many good soldiers of the Volunteers who have laid down their gallant lives in this war for our country are not forgotten. The many equally good men who have returned unscathed and experienced, seek, like good patriots, to turn their experience to their country's good. From them comes the advice which results in the practical training of the Volunteers as soldiers in their Easter holiday.

As a nation we are proud of many things. This fact we should be proud of especially—that our young men of business whose means allow them to join the Volunteers are glad to spend their short holidays in healthy military training, not unmixed with hardships, instead of in inglorious ease and laziness. It is surely a proud thing for a nation to think that she has many thousands of athletic young men anxious to give their spare time to the perfecting of knowing how to serve King and country. The young blood is led by men who, without expense to the country, have become experts in military knowledge. Does any other country present a parallel? In most that we hear of military service is regarded as a hardship. The sign of the healthy beating of England's heart which our Volunteer force affords should be sufficient indication to Dr. Croaker that his patient has yet many years of vigour in her strong body, and that, as heretofore, she can insist on Dame Europa keeping to her own side of the street.

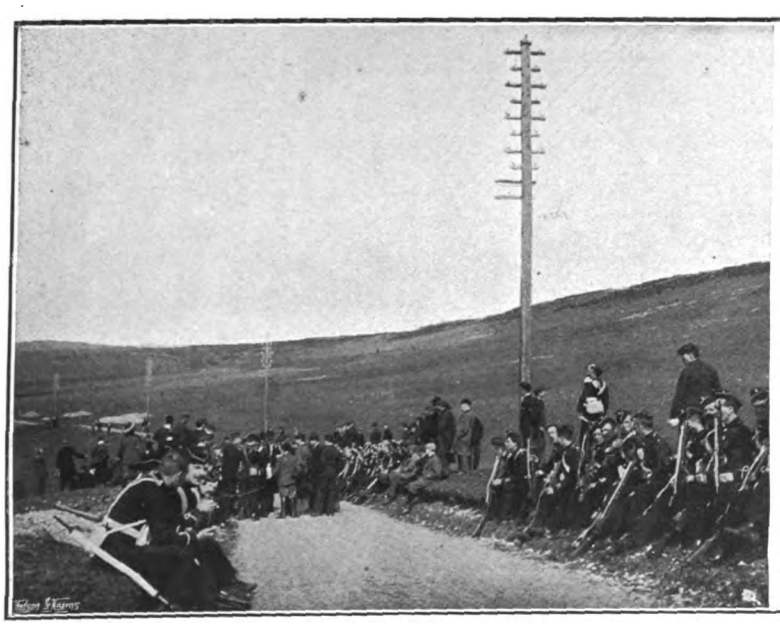
We publish a few illustrations of the last Easter manœuvres, showing some incidents attendant on the small scale evolutions now considered most instructive to our citizen soldiers.

In one it will be seen that the young soldiers, apparently in the absence of their teacher, have disregarded one of the first rules of war. They are needlessly exposing themselves in a way which would be soon taken advantage of by such wily enemies as the knowing men at present opposed to us, soon, happily, to be regarded as our friends and fellow subjects of the King.

Another shows a batch of prisoners in no way disconcerted by the chances of war, while a third shows a party of ladies whose intentions are not quite clear. It may be that they are enemies' spies, who, knowing the gallantry of the British Volunteer, have succeeded in passing the outer line. Their armament is not conspicuous. It is probably none the less effective. We should not be surprised to hear that a well-aimed pistol has induced the captive to risk his life for the desired information.

CHEERFULNESS UNDER THE YOKE.

Prisoners who do not pine in captivity.



"WAIT TILL THE POW-WOW'S OVER!"

A welcome rest while the situation is discussed.

A VERY SKETCHY OUTPOST PARTY.

Cadets not yet aware of the dangers of exposure.

Photos. Copyright "Navy & Army."

WOMEN DECEIVERS EVER.

Enemy's patrol, with captive man, getting information.

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THE COUNT HAS ARRIVED.

THE COUNT OF TURIN PRESENTING MEDALS TO HIS REGIMENT.

PINNING ON THE MEDALS.

THE NAVIES AND ARMIES OF THE WORLD.

A WEEKLY CAUSERIE BY DAVID HANNAY.

I AM afraid that not many Englishmen have any memory of the battle of Lissa. It is not the confused affair between the Austrians and Italians in 1866 which is meant, but the brilliant frigate action fought on March 13, 1811, between the Franco-Venetian squadron of Dubourdieu and the frigates of Sir William Hoste. The French have given the name of their commander to one of their cruisers, though he was defeated and killed, but there is no "Hoste" in our Navy. Yet it would be difficult to pick a name more appropriate to a cruiser than his, for he was emphatically a frigate captain, all his service having been done in that class of vessel, and it was of the most distinguished order. We have even a double reason to be proud of Hoste, for he was a striking example of our liberality, and our power of assimilating and profiting by foreign elements. The Hoste family were originally Huguenot exiles, and there is some reason to believe that they were of the same stock as the famous Paul Hoste, the Jesuit Secretary of Tourville, who wrote the monumental book on Naval tactics. Sir William therefore is one more example, together with the Naval family of Laforey, which is only an Anglicised form of La Fôret, of what we have gained by giving a home to the victims of religious persecution abroad.

* * * *

He would be better known than he is if Sir William Napier had accepted Lady Hoste's request that he would edit her husband's letters. The historian of the Peninsular War declined for characteristic reasons. In the first place, he was offended at the sailor's Toryism and hatred of the French, for, as every page of his history shows, Napier was a Pro-Frenchman. Much of the intensely original flavour of his unparalleled book is due to the visible conflict between his sympathies as a British officer, who was proud that his side won the battles, and his political leanings, which made him regret that Napoleon did not prove victorious in the war. He was angry with Hoste for speaking of the rapacity of the French marshals, and said that the charge came very ill from a man who made £60,000 by taking the property of poor devils of merchant skippers. The criticism was typical of Napier. He wanted to find an excuse for the French, as he always did—as when, for instance, he denied on the most flimsy evidence that Dupont's army had plundered Cordova, which is as certain as that it surrendered at Beylen. So he made this most inept comparison, forgetting that Hoste was following the universal practice of all nations in maritime warfare, and that the plundering French marshals were breaking their own law. On land you can bring an enemy to submission by occupying his country, and pillage is unnecessary, besides being injurious to your own discipline. At sea the capture of an enemy's shipping is almost the only effectual way of distressing him. But Napier had a better reason for declining. He said that the letters were disappointing, for though his actions showed that Hoste was an excellent officer, his correspondence contained nothing to explain the causes of success and defeat. In other words, Napier could not understand the why and wherefore of Hoste's work, and his literary conscience would not allow him to fill up the intervals between the letters with meaningless generalities. It is an instance of the illiterate nature of the seamen of the time that Lady Hoste could not find a brother officer of her husband's to do the work. If she had given the letters to one of them to edit, we should probably be no wiser. Look at Ross's "Life of Saumarez," a very good book in its way. It hardly contains a trace of that exposition of the real significance of the services described which is common in good military histories. The Naval officer of that age seems to have been incapable of putting himself in the position of the reader who knew nothing, and of then expounding the sense of words and the meanings of actions.

* * * *

This is more the pity, because there is a great deal of doctrine in the battle of Lissa, and it happens to have a very direct connection with what has been said here about the old superstition of the line of battle. The pedantry was first broken into by Rodney's victory of Dominica, and then ruined for good by Howe on the First of June. But there was a real danger that another would take its place. We find a marked disposition towards the end of the Great War to believe that the method of attack adopted by Duncan at Camperdown and Nelson at Trafalgar was, if not an infallible way, at least the only way likely to be infallible, to beat the enemy. It was thought that this was clearly the right method and the only one worth practising, and it might very well have come to pass that a generation of Naval officers would have arisen who would have gone down in two lines, simply because they thought this the orthodox plan, without remembering that it had answered at Camperdown and Trafalgar because the attacking fleet was much the most efficient, and in the first of these actions was also the stronger. Lissa brought this view to the test, and proved, for the thousandth time in the history of war, that there is no magic form of attack—none which will give victory irrespective of superior quality, none to which there is not an answer.

* * * *

Putting aside the rather confusing details of the movements of the ships towards the end, the main lines of the action are simple enough. Hoste had three frigates and a corvette. The Frenchman had six frigates and five small vessels, and was to windward. He came down in two lines ahead, steering to crush the English squadron by concentrating superior numbers on individual ships. If Hoste had been as little able to manœuvre as De Winter at Camperdown, or Villeneuve at Trafalgar, Dubourdieu would have succeeded. But the English officer was in no such unfortunate position. He could manœuvre very well, and he did. Having formed his tiny squadron in a line, so closely arranged that the bowsprit of one ship was over the taffrail of the ship in front, he stood on. The result was that the French had to come down lasking, which meant that their lee line masked the weather ships. As the English were drawn tight up together, there was no getting through. The only alternative was to run our vessels aboard, and this Dubourdieu, who had plenty of spirit, was prepared to try. But the end of his venture is at once a warning and an encouragement. As he came down in the "Favorite," steering to pass astern of Hoste's frigate the "Amphion," and found there was no opening, he headed to board her. A 5½-in. howitzer on the "Amphion's" quarter-deck loaded with 750 musket balls was fired into the mass with steady aim. The result was that the Frenchman's deck was cleared, and Dubourdieu himself was killed. The "Favorite" then flinched, and both ships ran on, cannonading. So did the others, with this difference, that all our vessels were in action, while several of theirs were masked. Hoste knew that there was a reef ahead, and he coolly led the Frenchman right on it. When the "Favorite" struck the English ships wore together, and reversed the order. Some of the French came round what was now

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the rear of the line, and there was much sharp fighting, but the advantage was with us. The enemy's ships kept getting in one another's way, while our elastic line ahead left our broadsides free, and we kept on the move. There was consequently no effective concentration on us anywhere, and in the end the Franco-Venetians were completely beaten. Supposing now that De Winter or Villeneuve had attacked from windward with a lee and weather line coming on perpendicularly, or at an angle, the result would have been the same. This would not have proved that there was any magic quality in the line ahead, but it would also have shown that neither was there any magic quality in the Duncan and Nelson style of attack.

* * * *

The conclusion of the whole matter is, perhaps, that it is very easy to over-estimate the value of methods of attack generally. There is an answer to all of them. The great vices of the Fighting Instructions were that they killed all thinking, that they left our officers unable to deal with circumstances not foreseen by the book of arithmetic, and that they enabled the enemy to know exactly what one of our admirals would do. Any other code would have the same limitations. The only safe line is to believe that there is an advantage in bringing a superior force to bear, and that you can do it in two ways. The first is by position, by bringing two or three to bear on one. That is good, but it is difficult to attain against an intelligent opponent. The second is by firing quicker and aiming better than your opponent. And this superiority is with you always. It will enable you to concentrate a superior force, even when you are one to one and the number of guns is equal. Moreover, it does not depend on the mistakes and miscalculations of the other side, but on your own thoroughness of preparation. With our long service it is precisely the kind of superiority we are the most likely to attain, which is surely encouraging doctrine.

THE ITALIANS IN CHINA.

IN common with other of the great Powers, Italy is represented among the foreign troops still occupying certain points for the maintenance of open communication between Peking and the sea, which points, ten in number, were selected by agreement with the Chinese Government, according to Article 9 of the recent Peace Protocol. It will be remembered, however, that the International troops completely evacuated the city of Peking last autumn. One of our illustrations shows a recent departure of Italian reinforcements for China, namely, that which took place on March 25, when 320 infantry, 136 Marines, together with details of the commissariat, medical service, and intelligence departments, embarked in the "Montenegro," one of the newest and largest of the Italian General Steam Navigation Company's boats. Lieutenant-Colonel Chevalier Jean Ameglio, an extremely able officer of the younger school, was in charge of the drafts, and will assume supreme command of the Italian troops in China on his arrival. All the soldiers wore the colonial uniform, but not so the officers. The "Montenegro" also embarked a large quantity of stores and munitions of war, as well as a quota of horses and mules.

Very little is known about the part played by the Italian troops during the stirring events of the unparalleled outbreak of 1900. To commence with, the International Force defending the Legations comprised only a handful of Italian Marines, under Captain Paolini; and since their store of ammunition panned out to only 120 rounds per man, their *rôle* was necessarily rather circumscribed as compared to that played by the British, Japanese, French, and Russian co-defenders. Again, in what they did do, they did not have the best of luck. For example, there was the attempt to capture a Chinese gun planted at Fu which seriously inconvenienced the besieged. A plan was drawn up by Captain Paolini, but owing to defective intelligence it sadly miscarried. The Italian storming party found themselves in face of an unknown barricade, 8-ft. high, and loophooled above and below, from which they were exposed to a deadly fire. There was, however, a hole in the wall at the side, through which two men could just squeeze. "The Italians," wrote an eye-witness, "made as one man for that hole, and fought their way in; and as all had fixed bayonets, it was a wonder that they did not spike each other." But rushing this hole did not mend matters, for it led nowhere; so after Captain Paolini had been wounded and two of his men killed, the attempt was abandoned. A few days later there occurred another mishap. Owing to a mistaken order the Italian guard retired, leaving the British isolated. There was great indignation over this false step, which might have resulted in our troops being captured and the British Legation cut off. Fortunately, however, the Chinese never realised their advantage, so no harm was done.

A brilliant feat of arms during the extraordinary siege was the defence of the Northern Cathedral by forty Italian, French, and Austrian Marines. This cathedral, which sheltered 3,000 convert refugees, was entirely cut off from the remainder of the besieged. Only 100 Italians took part in the relief of Peking, but eventually over 2,000 men were landed from the fleet.

The welfare and efficiency of the Italian Army is keenly followed by King Victor Emmanuel III., who also is reported as evincing deep interest in a project for establishing a special Colonial Army.

AT A ROYAL FIELD DAY.

King Victor Emmanuel riding over the Torre di Quinto.

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BOUND FOR CHINA.

Italian special service officers on board the "Montenegro."

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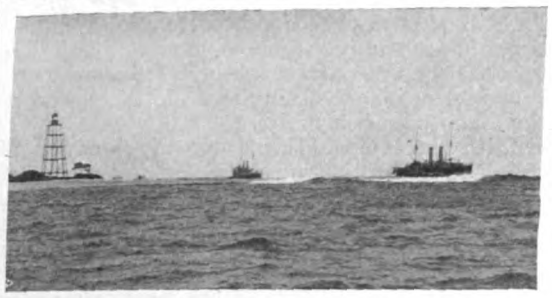
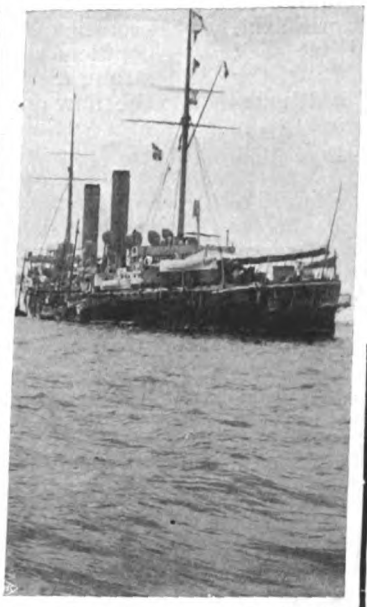
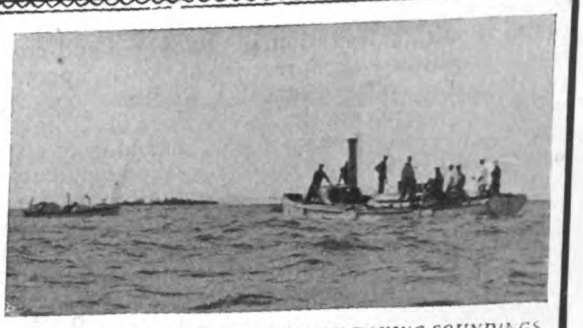


THE "CHARYBDIS" TOWING THE "CRESCENT" OFF.



THE "CRESCENT" ASHORE ON SUNDAY ISLAND, ANTIGUA.



THE "CRESCENT'S" STEAM-LAUNCH TAKING SOUNDINGS.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

IT is now understood that the total muster of the Colonial troops which are coming to England to attend the Coronation ceremonies will be 2,500, in addition to the 1,000 from India, and that arrangements are in progress under which they will be housed, or encamped, or both, within easy distance of London. The Alexandra Palace is said to have been selected as the *locale*, but at the time of writing the arrangements are not complete, and indeed it is conceivable that some plan possessing greater advantages will be evolved. For, taking into due consideration the difficulties attendant upon accommodating such a large and varied assortment of visitors within short reach of the metropolis, the neighbourhood of Muswell Hill lies open to the objection that it is a little out of the way, and the mere fact that it affords a particularly fine view of London is not likely to be regarded by the average Colonial trooper as a very serious recommendation. The latter will probably want to get his views of London at a good deal closer range than Muswell Hill, while the British public will probably demur to having to travel such a considerable distance if they want to see the Colonials *en masse* in their encampment or other quarters.

It would, however, be ungracious to labour this point unduly. The authorities will assuredly do their best to rise to the occasion, and in almost any circumstances the result is certain to be so full of interest, both from the picturesque and sentimental standpoints, that the mere anticipation of it is pleasurable. To the average plain man perhaps the chief gratification will be, not in any collective assemblage of these welcome visitors—other than the great procession, of course—but in the casual sprinkling of individuals for some weeks over the surface of our everyday life and society. To many the fact that in the course of an ordinary 'bus ride from Chancery Lane to Hyde Park Corner one may come upon half-a-dozen different types of our Colonial forces will appeal quite as strongly as the almost bewildering spectacle afforded by a comprehensive march past, or even a mixed encampment. Hitherto the possibility of such a phantasmagoria of nationalities as will be represented at the Coronation has been confined to Paris, the atmosphere of which is favourable to such variegated presentments. We Londoners have, of course, harboured many thousands of strange foreign visitors, but it will be a novel and delightful sensation to jostle New Zealanders, Canadians, Sikhs, Gurkhas, West Indians, Chinamen, and Malays in the course of a morning ramble, and to reflect that they are no strangers, nor even "paying guests," but, to all Imperial purposes, kith and kin.

The Colonial troops are, it is said, to be led in the procession by Lord Wolseley, and there is a distinct appropriateness in this idea. It will be remembered that in the Christmas Number of NAVY AND ARMY ILLUSTRATED for 1900 there appeared an article on British Commanders-in-Chief, and in it attention was drawn to the fact that Lord Wolseley's tenure of the Chiefship was strongly marked by the earlier developments of that Imperialistic spirit which found such vigorous manifestations in the first offers of Colonial contingents for South Africa. Lord Wolseley extended encouragement to the *rapprochement* between the Colonies and ourselves, and at the same time must be credited with having from the first perceived quite clearly the limitations to which any idea of an Imperial Army must necessarily be subject. It is useful to remember at this juncture, when irresponsible writers exhibit a tendency to "spread themselves" over this topic, that Lord Wolseley firmly deprecated the idea of Colonial army corps when that suggestion was prematurely born some years ago, and it is not likely that he has largely modified the opinion he then expressed. Yet it is certain that the ex-Commander-in-Chief enjoys a popularity among military circles in Greater Britain which is, to be perfectly frank, probably greater and more general than that which he enjoys at home.

Lord Wolseley's connection with Canada is, of course, a specially close one. His services in the Fenian Raids, and in command of the Red River Expedition, are part and parcel of the Dominion annals, and are aptly commemorated by the circumstance of his honorary colonelcy of the Royal Canadian Regiment of Infantry. It may not, perhaps, be recalled by many that Lord Wolseley's association with Canada might conceivably have been yet more intimate. The late Sir John Macdonald, the famous Canadian Premier who so completely smashed the idea of the absorption of Canada into the United States, used to tell a story of a laughing suggestion made to him by Lady, then Mrs. Garnet, Wolseley one evening as he was taking her into dinner, that he should "do something" for her clever young husband. Sir John took the suggestion seriously, and afterwards declared that, if political eventualities had not prevented him, he would have made Wolseley a Canadian Cabinet Minister. For better? for worse? one may be inclined to ask reflectively, for the bare contingency opens up a strange vista of possibilities which illustrate rather effectively the present announcement of Lord Wolseley's place in the Coronation procession.

Apart from this Canadian connection, it is instructive to remember that not even Lord Roberts himself has such an all-round record of Imperial service as Lord Wolseley. As a youngster he fought in Burma, India, and China; he had the West India Regiment and many sorts of "friendlies" under his command in Ashanti in 1873-74; various corps of South African Irregulars were at his disposal in 1879; in 1882 he had an Indian contingent, and in 1884-85 a body of troopers from New South Wales, as part of his forces—and all this occurred long before he attained to the Chiefship. Such a record constitutes a singular title to the distinction which, it is said, will surround Lord Wolseley's presence at the Coronation ceremonies, and it is earnestly to be hoped that the opportunity for such an appropriate association of ideas will not be lost.

The exact distribution of the Colonial troops present at the Coronation is said to be as follows: Canada, 580; Australia, 580; New Zealand, 150; Cape Colony, 150; Natal, 100; Ceylon, 100; Straits Settlements and Federated Malay States, 100; Trinidad, 100; Jamaica, 100; with detachments from Hong Kong, British Guiana, Sierra Leone, Gambia, Gold Coast, Nigeria, Fiji, Malta, Cyprus, Uganda, and British North Borneo.

A fortnight ago we made reference to the illness of Cecil Rhodes, and on the day when that allusion appeared in print the news arrived of the great Empire-maker's death. The exigencies of illustrated journalism, coupled with the incidence of Easter, have made it impossible for the writer of these notes to deal with this sad event at an earlier date, and he feels that such belated tribute as he has to offer to the dead man's memory will now be somewhat lacking in the

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sympathetic quality with which he would have sought, with all due deference, to invest it. Yet a few words may not be amiss on the part of one who watched the career of Cecil Rhodes very closely, and certainly did not regard him with unquestioning admiration. As to hole-and-corner criticism, that is hushed by the presence of death, nor would one seek to emphasise faults of strength and weakness in view of the now self-evident fact that, such as it was, the life of Rhodes was held by him in trust, and scrupulously expended to the uttermost hour, as a sum of days and moments not his own, but vowed to the cause of a British South Africa.

We of the Services must sink our petty notions of propriety, our narrow-minded estimates of what is due to these or those susceptibilities, in the posthumous contemplation of a life-work like this. Whilst he was living, and sometimes shocking the prudes among us by the frank vigour of his methods, and the exasperating contempt he displayed for restrictions which we have been accustomed to regard as seemly and practical, there was no reason why we should refrain from calling in question actions and plans which did not fit in with our conservative ideas. But death alters the perspective of such things in a very sudden and complete fashion, and there is in the mental vision of most plain men a mighty difference between Cecil Rhodes a living incarnation of much that might with reason be found fault with, and the same great figure touched by the hand of Death. What are conflicts of opinion, angry imputations of unworthy motives, strong disapproval of misunderstood methods, compared with the now open chapter of Rhodes's life and the closing words of it: "So little done—so much to do!"

For the rest, it seems well to think how much easier it is now to appreciate Rhodes in his true character, not as a wheel in some great mass of complicated political machinery, but as a real *prime mover*, if not, indeed, in a still loftier conception, as an elemental force. He has moved the British Empire to some purpose, whether to altogether good purpose yet remains to be seen. But for good or ill he was one of the few greatest men of his time, and he never would have been hated with the concentrated detestation with which some of our enemies regarded him had he not been a true Imperialist, whose one thought was to secure extended and lasting respect for the British Flag.

THE FATE OF WEI-HAI-WEI.

AN IMPERIAL EXPERIMENT.

The Wei-hai-Wei Regiment on parade.

IN the year 1898 the lease of Wei-hai-Wei to Great Britain became an accomplished fact. The city is on the Shantung promontory, about forty miles east of Chefoo, and lies nearly opposite Port Arthur, which Russia has converted into a kind of Pacific Gibraltar. The object of the lease was, we have recently been told in an outburst of official candour, to prevent the Gulf of Pechili falling under the exclusive domination of any one foreign Power, a condition of affairs which might have been most menacing to China, Korea, and Japan, and distinctly detrimental to legitimate British interests. The territory was first administered by the Admiralty, but the Colonial Office took it over from the latter on January 1, 1901. In the autumn of 1898 a battalion of Chinese 1,000 strong was enrolled, under picked British officers, for the purpose of local defence. As had been the case with the Hong Kong Regiment, the Wei-hai-Wei recruiting experiment immediately caught on. Our newly-acquired subjects, attracted by the prospect of good and regular pay and meat rations, hastened to join the colours, so that before long the strength of the regiment considerably exceeded its nominal muster. "John Chinaman" makes an excellent soldier when fed up on food of a more bone-and-sinew-creating character than rice, while when officered by "foreign devils" of British nationality, the awakening of his dormant martial qualities is marvellous to behold. In short, he makes a clean and steady soldier on parade, while there is every reason to believe that on active service he would acquit himself admirably.

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MARTIAL MUSIC OF THE "FOREIGN DEVILS."

Drummers and buglers of the Wei-hai-Wei Regiment.

Alas! it now seems probable that the Wei-hai-Wei Regiment is doomed to disappear from the Army List. At the time the accompanying illustrations were taken, viz., in February last, it was 1,320 strong, since when it has been diminishing, recruiting and re-engagement having been stopped. This is due to the decision, promulgated the other day, that Wei-hai-Wei is about to be converted into a peace base.

It seems a pity that the original intention of making Wei-hai-Wei ("Weigh-Highway") into a primary Naval base has been abandoned. No doubt the Government has been soundly advised by the authorities who have studied the position. Our recent alliance also undoubtedly gives us the hold we desire in Chinese waters. Our object at this position has thus been achieved.

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TAMMERS' DUEL.

By K. & HESKETH PRICHARD.

"STAND TO YOUR WORK AND BE WISE—CERTAIN OF SWORD AND OF PEN,
WHO ARE NEITHER CHILDREN NOR GODS, BUT MEN IN A WORLD OF MEN."

SYNOPSIS.

THE writer, Mr. Anson, meets Tammers at the Hotel Soleil Levant, St. Helier's, Jersey. Tammers has knocked about the world a good deal and made a fortune, which he is now engaged in enjoying. Anson meets an old friend, Major Algar, and later hears two foreigners discussing a duel. One of these gentlemen has evidently been forced to leave France on account of the scandal attaching to the duel. During dinner at the hotel, Tammers expresses his views on duelling and gives a very decided opinion about the duel fought lately in France, where a young Englishman, who knew nothing of fencing, had been killed by a noted duellist, Count Julowski. One of the foreigners resents this amid general consternation. Julowski is reported to be as deadly a shot as he is a swordsman, and the chances are that he will challenge Tammers. The captain of the steamer from France explains that the foreigner is Count Julowski himself; that he is the hero of forty-nine duels and a most dangerous antagonist; and is further of opinion that Tammers must fight him. The Count sends a challenge, and Tammers agrees to fight him three days later, Anson involuntarily becoming his second. The Count's second wishes the duel to take place on the following morning, and hints that the sooner it comes off the better. He also suggests pistols as the weapons. Anson seeks Tammers to arrange these points, but finds he has gone to bed and cannot be aroused. De Boivet, the Count's second, receives this news with contempt. In the morning Anson discovers to his dismay that Tammers has left in the mail-steamer for England, and the captain of the French boat openly derides the idea of his returning to fight the duel on Friday morning. De Boivet, on hearing of Tammers' departure from Jersey, openly sneers, and hints that Anson has been left in the lurch, and that Tammers will not return to fight. Major Algar appears to think much the same, but Anson sticks to believing he will appear in time for the duel on Friday. On Thursday morning the police arrive to arrest the Count and De Boivet, who accuse Anson of having given information to the authorities. They are just about to be taken away in arrest when Tammers appears, having just returned from England by the steamer, and endeavours to have them released. Finding this impossible, he drives to the Constable of St. Helier's, and in an interview convinces him that no quarrel exists, whereupon the Count and De Boivet are released. Tammers is introduced to Major Algar, and states that his choice of weapon for the duel is the assegai, his journey to England having been undertaken for the express purpose of getting a couple. Count Julowski declines to fight with assegais, giving as a reason that he would degrade himself in using the weapon of a savage. Anson is requested to have him informed that unless he does fight he will be kicked, and thereupon the duel is arranged for the next morning. At five o'clock in the morning the principals and seconds meet, with Major Algar watching from behind a boulder.

CHAPTER XVI.

BESIDE THE SEA.

I ADVANCED towards De Boivet, while Tammers delicately withdrew and sat down beside his carpet bag. Julowski, meanwhile, stood in a dignified pose with folded arms at some little distance. I could see that he looked distinctly pale. In his position I should have looked pale also.

De Boivet carried a case in his hand, which he opened as he addressed me.

"This is a very irregular affair, monsieur. The assegai cannot be regarded as a recognised weapon; I have therefore brought down pistols, in the belief that your principal, on thinking the matter over, will change his mind."

Tammers overheard this, and got up from his rock. He glanced into the case, and evidently thought very little of the duelling pistols it contained.

"A Wesson and Smith contents me in a general way," he commented gently; "but you'll excuse me, monsieur, when I say I shall be proud to talk out this matter with you in an hour's time. At present the great thing is to get under way."

"Then I am to conclude that your principal is determined to use assegais," said De Boivet, turning to me.

"Mr. Tammers——" I began.

"See here," interrupted Tammers; "this particular form of duel seems new. It isn't, though. It's just about as old and withered as it can well be!"

The Count's second professed surprise.

"Among the Zulus," Tammers continued, "this form is as common as eggspoons."

"But the Zulus are a savage tribe," urged De Boivet, with an appealing glance at me.

Tammers was a man it took an effort to oppose.

"If it comes to that," returned Tammers, "all fighting is only a relic of barbarism." He spoke regretfully. "This rumpus isn't my show. But the method's as straight as tramlines, and you know it's in the power of every man to learn to defend himself with any weapon made."

No doubt De Boivet recognised the Count's words, but he only said helplessly:

"Still, M. le Comte has not experience of this weapon of savages."

"If that's what bothers you," replied Tammers, "just think it over, and you'll see that I'm adhering strictly to his own methods. Now, that affair with young Gore, you know——"

"But I——"

"Your man," proceeded Tammers, "doesn't look on this business in the right light. We're going to make headlines and history this morning. This duel will come to be a sort of precedent. When two fellows are going to fight and one chooses assegais, if they stick at any difficult point, why, they will refer back to this affair."

De Boivet seemed not much impressed by Tammers' arguments, but further talk was plainly useless. He bowed to Tammers, as if to finish the dispute, and faced me.

"Fifteen paces, I presume?" he said.

Tammers stopped taking off his coat.

"Those assegais are not built for chucking," he remarked, indicating the carpet bag; "they're the stabbing assegais—the short ones, you know. We won't want any measurements. We'll just start even here, if you have no objection, and chivy around among these rocks."

"*Mon Dieu!*" groaned the Frenchman under his breath. "Since so many things are irregular, I may at least assure my principal that there can be no exception taken to his fighting in the costume usual in a meeting with swords?"

"As he likes," replied Tammers; "the lighter the better."

"It is an encounter of lunatics!" exclaimed De Boivet to me in desperation. "As I have said before, I regret that M. le Comte——"

"Let's put that straight," broke in Tammers with decision. "The challengee has choice, hasn't he? I take it he may choose anything he likes—clubs, or choppers, or hay-rakes."

The Count's second made no answer, so I produced the carpet bag, and took out the assegais. I gave them to De Boivet, who handled them cautiously. The Count, after regarding them with intense disgust, weighed them one after another, and finally selected one.

Tammers was in his shirt sleeves by this time, and, possessing himself of the other assegai, stood ready for the fray. He held his weapon short, and looked quite professional. It was also plain that he was very much in earnest. There was a set look about his jaw and the poise of his bullet head that gave a hint of trouble. I had no accurate knowledge of Tammers' notions of the fulfilment of duty, but they might be as clear-cut as everything else about him. With two such men as Julowski and Tammers, both in deadly earnest, the prospect dismayed me.

In a few minutes the Count advanced also, as lightly clad, and looking longer, leaner, and yellower than ever. In my heart I pitied him. Not that he deserved much pity, for it was an excellent instance of "the biter bit." He was, I am sure, a brave man, but the circumstances were exceptionally trying.

They fell into position as seemed best to them, while De Boivet and I drew back. Presently De Boivet gave the signal to commence in the most approved fashion.

Then the memorable duel began.

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Tammers led off by dancing round his adversary, who lunged at him when he could get the chance.

The Count quickly perceived that Tammers' favourite dodge was to bear down on him and pin him against a rock.

"TAMMERS LED OFF BY DANCING ROUND HIS ADVERSARY."

And this Julowski took great pains to avoid. Even under adverse conditions he was no mean antagonist, since his long practice and skill in fencing had given him admirable control over all his movements. He remained closely on the defensive, watchful, supple, and adroit.

But, for all this, it was soon easy to see that Tammers bothered him. The Count tried to rise to the occasion; he endeavoured to profit by observing his opponent's tactics. This went on till the beginning of the third round, so to speak.

Then Tammers really fell to business. Julowski could make no headway against him. At one moment Tammers threatened the heart of his enemy, at another, with a downward stroke, he could have split his skull, and the Count seemed only to escape by a miracle Tammers' assegai appeared to play round the Count like lightning, pricking him here and there; while the Pole began to lose his head, and at each touch leaped and lunged wildly, laying himself open to fatal thrusts a score of times.

Meanwhile, the expression on De Boivet's face was entirely indescribable. Tammers' dexterity and success so far were, I saw, another of the exasperating surprises which, as he had said, we English kept in stock.

For my own part, I came to the conclusion that Tammers had learned the use of the assegai in a good school, and I wondered how the affair was going to terminate.

Presently Tammers, who was warming to his work, came up from behind a rock with a whoop that awoke the echoes.

This time he opened with a feint. The Count sprang to one side to defend himself, just as Tammers, with a quick turn of the wrist, struck his assegai upwards. It flew whizzing through the air, and buried itself head first in the sand some thirty yards off.

The Count stood stock still for a second, then he tore the breast of his shirt open with a frenzied grasp.

"Strike!" he cried.

Tammers, with a rapid movement, brought his point up to the man's heart and stopped.

"Your life is mine," he said, looking the Count in the eyes, "but," and he drew slowly back with a sort of superb scorn, "it isn't worth the taking!"

"Strike, coward!" shrieked Julowski, frantically, once more.

"No, thank you," responded Tammers, with a composed smile.

A faint sound of applause came from above. The audience was appreciative.

"You shall meet me again! I will not live to endure this shame at the hands of an English dog!" cried Julowski, maddened by mortification and fury. "To-morrow——"

A sound of approaching voices and steps came warningly over the rocks. Tammers replaced the assegais and picked up the carpet bag.

"We must part now, anyhow," he said. "Come along, Anson."

With four profound bows we separated, and as I glanced back at the turn of the path I saw De Boivet hastily helping the Count to shuffle on his coat.

When we were out of earshot I congratulated Tammers. He took it very calmly.

"He didn't understand the importance of keeping the wrist stiff," he observed.

The morning was flooded with sunshine by the time we reached the top of the flight of steps that lead from the upper road down to the harbour, but the wind was rising to a gale and the clouds had gathered in masses on the horizon and were driving up fast before it.

We stood for a long moment enjoying the sunlit, balmy air. Across the harbour we could see the two English mail steamers getting up steam for their early start.

"How about meeting the Count to-morrow?" I asked.

Tammers laughed.

"I'm going to make a bolt for it," he replied, to my astonishment. "He's had his bellyful!"

I alluded to the probable feelings of the Count when he found himself cheated of his revenge.

"He won't like it, so he'll have to lump it. I whipped him. And he'd rather I'd cut his head off. I knew that. The very thought of me will last him his lifetime."

(To be continued.)

ANSWERS TO CORRESPONDENTS.

"CADET."—The Committee on Explosives have decided in favour of a nitro-cellulose powder, as against the present form of cordite or nitro-glycerine powder. Both powders are smokeless, but owing to the high temperature of explosion with the nitro-glycerine powders there is a corresponding wear and tear of the bore, which affects the pressure, reducing the muzzle velocity of the projectile, and therefore affecting the range and especially the accuracy of shooting. The effect is very marked in the large 12-in. guns, where the loss of energy may in time go up to from 30 to 40 per cent. These difficulties are obviated in nitro-cellulose powder, which has been much improved in recent years, and as the temperature of explosion is so much less, it is safe to venture on very high pressure to obtain high muzzle velocities and accurate shooting. I am not aware of any great maritime Power except England which now uses a nitro-glycerine powder.

* * * *

J. MOLONY.—Count de Löwendahl was a famous military commander. He was born in 1700, and began his career as a private soldier in his thirteenth year. He was a captain in Prince Eugene's army at the battles of Peterwaradin and Belgrade. In 1721 he entered the Polish service as a colonel of a regiment. A little later he was made Inspector-General of the Saxon Infantry, and after having command for three years of the Saxon auxiliaries in Prince Eugene's army, he took service in 1736 under the Tsaritza Anne. After doing good service in the Russian Army he left it, being discontented with the emoluments of his post. Then it was that the King of France made overtures to him, and he joined the French Army in 1743 as a lieutenant-general. He served in that capacity with great distinction at the sieges of Menin, Furnes, and Ypres, and received a dangerous wound in the trenches before Fribourg, which was taken mainly by reason of his skill and intrepidity. He greatly contributed to the victory at Fontenoy by his attack on the English column at the head of the rear guard. He won the reputation of being unrivalled in the art of besieging places. He took Tournay and several towns in Flanders with comparatively little loss, and in 1747 he made a clean sweep of the remaining strong towns in the Low Countries, including Bergen-op-Zoom. For this he was created a Marshal of France. He died in 1755. His career was all the more remarkable in that, although he died when only in his fifty-sixth year, he had spent forty-three years as a soldier, and had started at the bottom of the ladder of rank and risen to the very top.

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OF TWO SHIPS, THE OFFICERS.

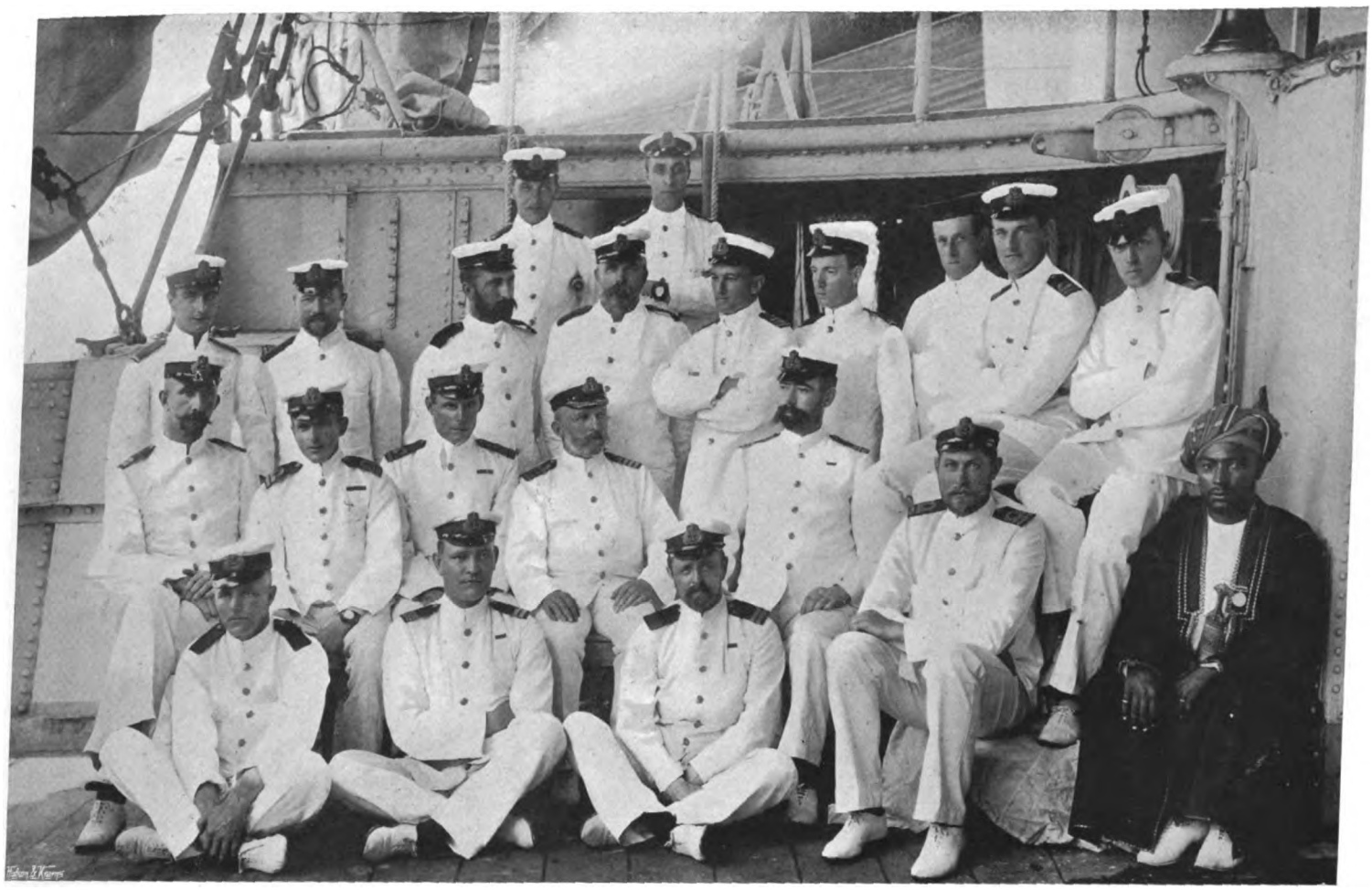

Photo. Copyright. *"Navy & Army."*

UNDER THE HOT SUNS OF AFRICA.

Captain Sparkes, C.M.G., and the officers of the cruiser "Forte."

Reading from left to right the names are—Back row: Sub.-Lieut. Maryatt, and Assist.-Engineer Begg. Second row: Clerk Brown, Torpedo-Gunner Holland, Carpenter Deacon, unner Oliver, Lieut. P. Johnson, Assist.-Paymaster Charles, Rev. Tod, and Lieut. J. M. Steel. Third row: Surgeon Bunton, Lieut. Massy Dawson, Lieut. G. P. Hunt, D.S.O., Capt. R. C. Sparkes, C.M.G., Chief Engineer Affs, Lieut. Barber, R.N.R., and Paymaster Petch. Front row: Boatswain Steel, Engineer Brown, and Surgeon Dean.

Photo. Copyright. *Ellis*

THE ONLY TURRET SHIP UP THE STRAITS.

Captain J. E. Blaxland and the officers of the "Hood."

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IN THE HAND OF THE GREAT WHITE CZAR.

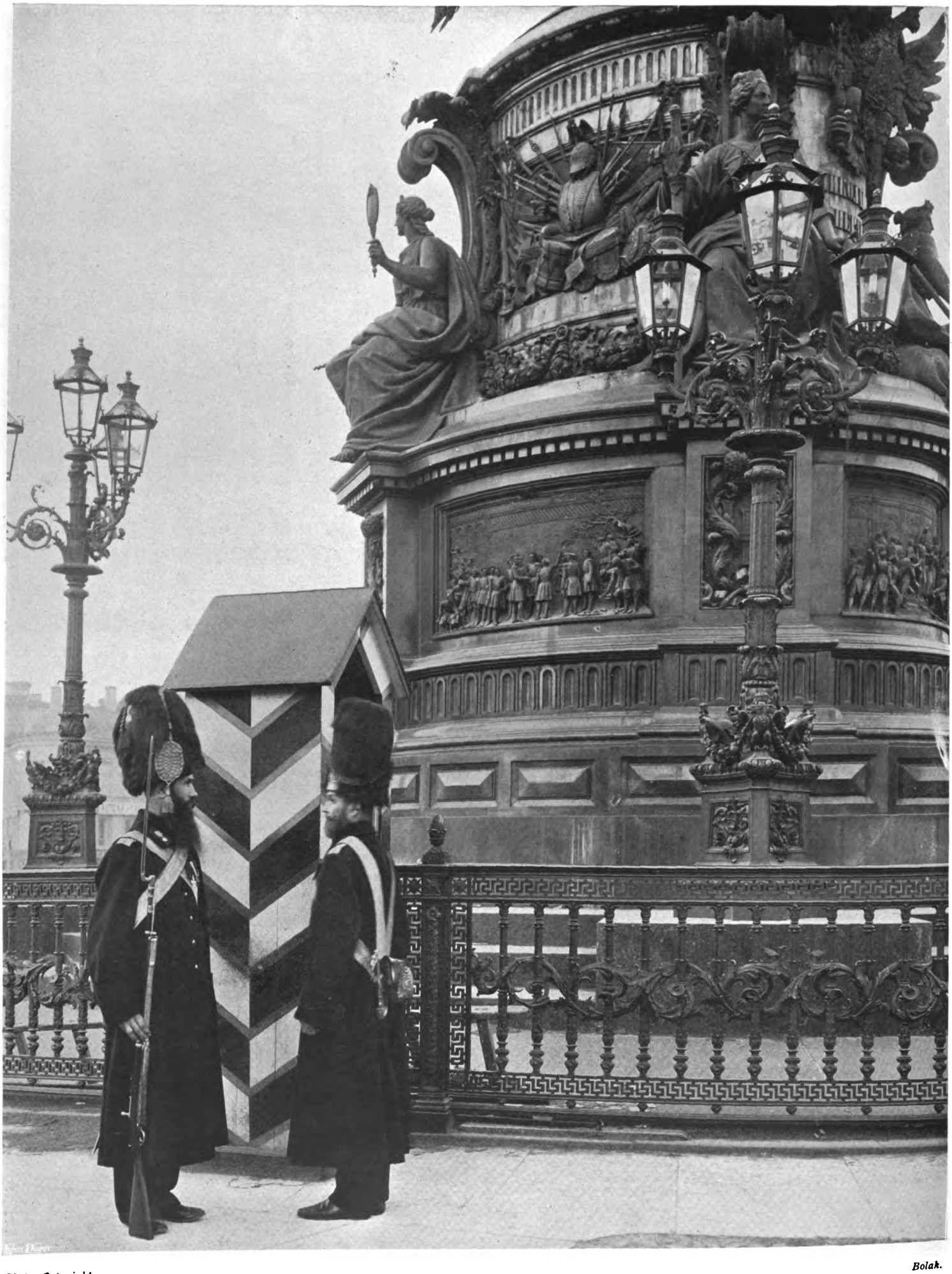

Photo. Copyright. *Bolak.*

CHANGING GUARD AT ST. PETERSBURG.

Sentries of the Russian Imperial Grenadiers by the monument of Nicholas I.

Great rulers, especially autocratic rulers, have always attached importance to the everyday recurrence in their capitals of simple acts of military ceremonial. Such spectacles are reminders of other things besides the advantages of military service, upon which, in a country like Russia, it is not needful to dilate to the same extent as is necessary where such service is voluntary. The populace of a capital like St. Petersburg may be adequately controlled by an extensive and peculiar system of police, but none the less such quiet indications of military power in reserve as is instanced here may have a useful impressiveness.

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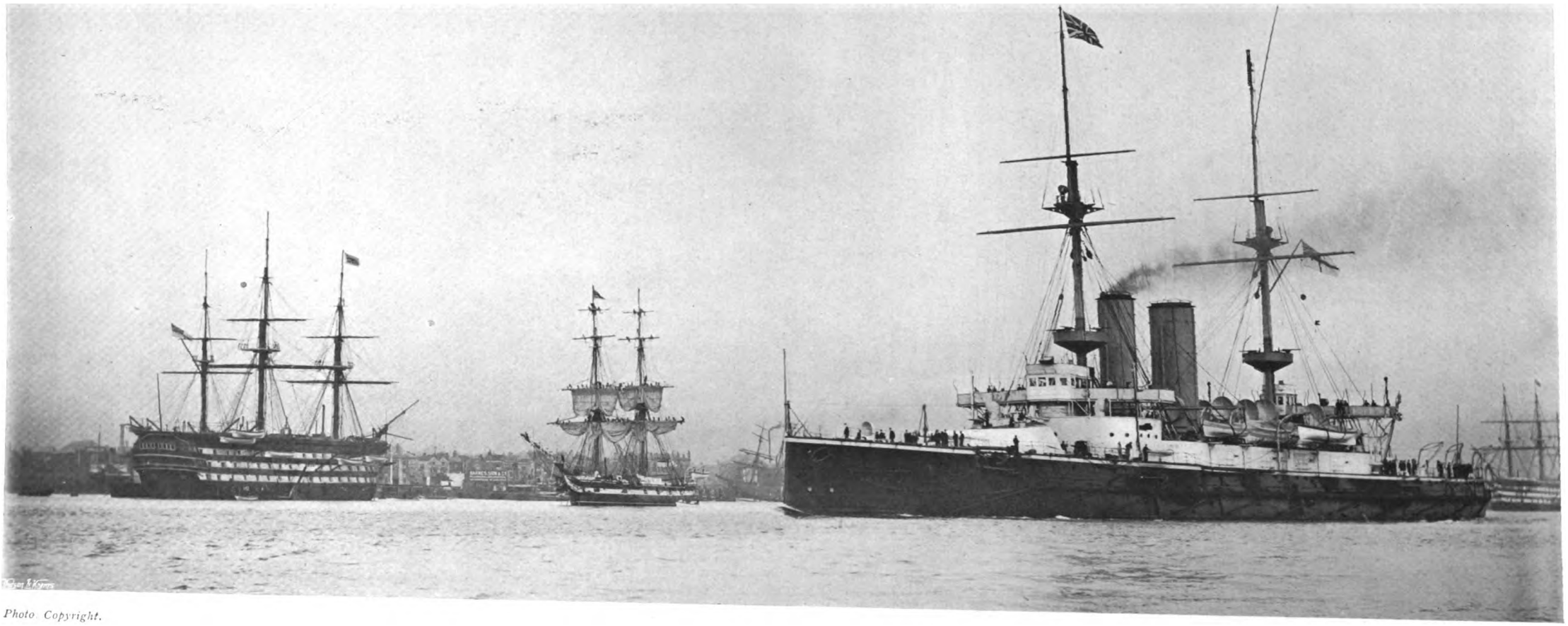
THE PAST AND THE PRESENT.



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THE "IRRESISTIBLE" LEAVING PORTSMOUTH HARBOUR ON HER WAY TO GIBRALTAR.

It is only a few years since a guard-ship was established at Gibraltar. The vessel first sent there was the "Devastation," but her place is now to be taken by the "Irresistible," one of our latest battle-ships of the "London" class. She is an exceedingly powerful vessel, and it may be taken for granted that the Commander-in-Chief in the Mediterranean will not allow her to remain at the Rock in idleness, but will utilise her as an ad ition to his squadron. Our picture shows her leaving Portsmouth Harbour, and enables us to contrast her look of stern fighting power with the old-time veterans the "St. Vincent" and the "Victory," and that smart little brig the "Martin."

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A THREE MONTHS' SIGNALLING CLASS AT POONA.

By One of the Class.

THE SERGEANT-MAJOR SENDING INSTRUCTIONS.

SHORTLY before Christmas my peace of mind was disturbed by an order from headquarters requesting my attendance at the next signalling class to be held at Poona.

We will pass over the painful part of learning the Morse Alphabet, etc., with one's regiment, and imagine the class, consisting of about a dozen officers from British and Native regiments and twenty non-commissioned officers from British regiments, to have arrived at Poona. This select company from all parts of India and Burma, the latter, perhaps, from stations in the remote parts of Upper Burma, bestow themselves in clubs, hotels, and barracks. From these places they issue forth to the School of Army Signalling to report themselves on the day appointed, and to be supplied with books (instructional, scribbling, and message books), flags, pencils, and a dummy key (telegraph sounder) apiece. After being provided with these articles and giving a receipt for them to the sergeant-major (who figures in some of the illustrations) they retire, being told to present themselves at the race-course next morning for the preliminary test. The regulations on the subject lay down that the candidates must be able to read a group of 78 letters—that is to say, the alphabet sent three times over—in two minutes (the letters are, of course, changed about and put in different orders, as, for instance, E D I K or S L A W, etc., each letter occurring three times in the group). A maximum of four mistakes is allowed; if this maximum is exceeded the candidate is sent back to his regiment at his own expense. As a matter of fact, this is not always strictly adhered to, as some candidates may have been travelling for as long as three weeks across country to reach the class, and they could not be expected to be in as good form when they reached Poona as when they left their regiments. Each commanding officer has to provide a certificate to the effect that the candidate from his corps can read at the required rate.

Let us have a look at the race-course next morning. All the would-be flag-waggers are standing about in groups talking anxiously about their small chances of passing the first test, and all with one consent disclaiming all knowledge of the subject in hand. For instance:

A.: "I say, do any of you fellows know anything about it? I don't."

B.: "My dear chap, I assure you I have only tried to read the small flag once. I have seen the helio and heard the lamp; why on earth I was sent, I don't know; I know I shall have to pay my way back."

C.: "I can read all these things at fifty yards, but I hear now the test is at five hundred, and I can't see a man at two hundred, much less a little bit of cloth wagging about."

And much more to the same effect; but it is more *pour passer le temps*, as they say, than anything else.

These conversations are rudely disturbed by the superintendent, who shouts out, "Now, gentlemen, get to your places for reading small flag," and so we "get." Some of us have a sort of mist before our eyes, and vainly endeavour to make out in which direction we are supposed to look. At last, amid much excitement, a khaki-clad figure is discerned standing motionless in the distance and holding a small flag in his hands. We all sit in pairs, one writing down while the other reads. Just as we "twig" the sergeant, the superintendent shouts out, "All ready: read!" We strain our anxious eyes in the direction of the sergeant, who is energetically manipulating the flag, first over his head, then down to the right, up again, and so on. Overcome with emotion, we struggle to read what he sends, and heave a deep sigh of relief when at last the group is finished. The other man then reads. While reading is going on, it has the sound of a monotonous chant, mystifying to the uninitiated when he hears "ak, emmer, toe, pip, ess, beer" (this is the signaller's way of saying A, M, T, P, S, B).

HELIO READING AT THE SCHOOL.

In this way three test groups are read by each man on the small flag, heliograph, semaphore, and lamp. The result of this is duly published. This examination is repeated every fortnight during the course.

Small flag and semaphore reading and sending go on every morning from 6.30 to 9 a.m. on the race-course. After this there is an interval of about an hour for breakfast, and then we all go to the school for heliograph and sounder reading and lecture till about 1 p.m. The telegraph sounder is, to my mind, a terrible instrument to read from.

We also practice on the shutter, another weird instrument; you depress a lever which opens a shutter (not, of course, the common or garden window, but one of a different sort); on releasing the lever the shutter flies back into its place; on this shutter you learn sending on the helio, lamp, and telegraph sounder. "Iddy" is the giddy term for a dot, and "Umpty" for a dash—thus "iddy umpty" is A, which is . —— When the class is in full swing on the shutter, you might imagine it was band practice.

In the evenings, at 5 or 5.30 p.m., there is voluntary flag reading, and, at dark, lamp reading till about 8 p.m.

Thursdays, Saturday afternoons, and Sundays are off days. There is the boat club for fellows who like boating, or cricket and hockey at the gymkhana, and polo for anyone who is lucky enough to have his ponies with him, though from this account it will be seen the members of the class are kept hard at work and have very little time to spare for amusement.

I must not omit to mention an important fact, and that is the large and small flag drill, which is a terrible thing and requires a gymnastic course of about six months previous to being able to tackle it. Personally my neck increased so in size from this exercise that hardly any of my shirts would meet round my neck after a time; and it is reported that one rather weedy-looking chap who came up to one of these signalling classes returned to his regiment transformed into a great brown, brawny Sandow sort of person.

Life goes on in its anxious tenor; anxious because after every test fellows suspect that this is their last chance and that they will have to raise enough money to get back to their regiments, with their services being no longer required as prospective flag-waggers. For the first six weeks the work of reading groups of single letters, day after day, is very monotonous; after this the work is interesting, as we send messages from stations, etc.

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TWO ENTHUSIASTIC MEMBERS OF THE CLASS.

Trying to improve their semaphore sending.

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About a fortnight before the end of the class, the examinations begin. The reading examination results are in Welsh, French, and Latin, so there is not much room for guessing how you stand unless you are a professor in those languages. After the practical examinations (that is, sending on and reading from the different instruments, etc.) there are two days' bookwork examination. After all the various examinations are over, a great sigh of relief that shakes the gymkhana roof goes up from the class, and we all wish each other good luck in milk punch; this is the great drink at Poona.

The only thing now remaining to be tackled is long-distance signalling; for this, the class—officers and non-commissioned officers—is split up into eight or nine parties, which stretch from Virhalla to Bombay, the nearest signalling station being seventeen miles from Poona. These signalling stations are from fifteen to twenty-five miles apart, and when it is cloudy by day or misty at night it is not possible to read from these long distances. This work lasts about four days and four nights; the average number of messages got through are about sixty or seventy, though some stations get over a hundred through. This work we all enjoy very much.

VOLUNTARY HELIO READING.

Calling up the prison helio for better light.

A LESSON ON THE HELIO.

The sergeant-major assures the class "it is a fact."

FLAG-WAGGING A MESSAGE.

Which proves to be "Rats."

Photos. Copyright. "Navy & Army."

From being so much in the open air, the signalling class is a very healthy one, though, of course, the heat is sometimes trying. However, we are all glad when it is over, and we no longer have to wait with staring eyes for—"Are you ready? Read."

The photographs here reproduced were taken by one of the class, and the following verses, a parody on "On the Road to Mandalay," were also composed by a member of the class (with all due apologies to Mr. Rudyard Kipling).

1.

By the old flag-wagging station,
Sending on the helio,
There's a British Sergeant standing,
Though he knows I want to go;
For the sun is in the heavens,
And the class is cursing sore,
For the Sergeant's just a-calling up
He's going to send some more.

CHORUS.

As we bike our dusty way
To where the flashing helios lay,
Can't you hear that beastly sounder
From Poona to Bombay?
As we bike our dusty way
To where the noisy shutters play,
And the lamps flash forth like lightning
From miles and miles away.

2.

Now the helio's flash is yellow,
And the blue flag's wag is blue,
But the everlasting sounder
Has neither flash nor hue.
And when first you see the *Beg Bie**
A-twinkling like some star,
Your head begins a-buzzing,
For you don't know where you are.

3.

When the wind is blowing freely,
And the dust is in one's eyes,
He gets his little Beg Bie,
And a match he then applies.
With his finger on the button,
And his eye upon the light,
He sits and sends us test cards
Until late into the night.

4.

Put me somewhere far from Poona
Where the *jhandies*† never wag,
Where you never hear the sounder,
Or do drill with the large blue flag.
For I'm learning here in Bedlam
What I never learnt before,
Once you've seen the dots and dashes
You'll be dotty evermore.

5.

But now I'm in seclusion
Reading helios by the score,
And the dots and dashes chase me
And the sounder's in the floor.
For the semaphores are wagging,
And the small flag's calling me,
But there are lamps being lighted up,
And all are marked *C.C.*‡

* Small signalling lamp. † Hindustani for flags. ‡ Big signalling lamp.

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NOTES & QUERIES AFLOAT & ASHORE.

"MEDICAL."—A candidate for a commission in the Army Medical Staff must be twenty-one years of age and not over twenty-eight at the date of the commencement of the examination. He will have to produce either a birth certificate or a declaration made before a magistrate by one of his parents or guardians, giving the date of his birth, a recommendation from a person of standing in society (not a member of his own family) to the effect that he is of regular and steady habits, and likely to prove a credit to the department should he gain a commission, and a certificate of moral character from the clergyman of the parish in which he lives, if possible. He must also possess two diplomas or licences recognised by the General Medical Council—one to practise medicine and the other surgery—and he must be registered under the Medical Act in force in the United Kingdom at the time of his appointment; but a candidate who holds a single diploma from the Society of Apothecaries, obtained under the conditions of the Medical Act of 1886, will be deemed to possess the double qualification required. A candidate must also produce (1) a certificate of having discharged the duties of a medical clinical clerk during six months, and of a surgical dresser during another six months, of which in each case no less than three months must have been spent in the wards of a hospital; and (2) a certificate of having attended a course of instruction during not less than three months at an ophthalmic hospital or the ophthalmic department of a general hospital, which course shall include instruction in the errors of refraction. A candidate must also sign a declaration that he is of European descent, that he has no mental or constitutional disease or hereditary tendency thereto, nor any imperfection that would interfere with the duties of a medical officer in any climate. He will also be required to be examined as to his physical fitness by a board of medical officers. A competitive examination is held twice a year for candidates for commissions in the Army Medical Staff. For further particulars and details of pay and pension you should consult the "Regulations for Admission to the Army Medical Staff," issued by the War Office, and obtainable at the price of 1d. from Messrs. Eyre and Spottiswoode, East Harding Street, Fleet Street, E.C. With regard to the Naval Medical Service, the conditions are much the same as they are in the Army. You will find particulars given in the quarterly Navy List issued by the Admiralty, and you should, if you want more details, apply to the Secretary of the Admiralty.

* * * *

"X. Y. Z."—There are ten Military Attachés and four Naval ones accredited to the different Embassies and Legations in the world. The Navy List does not give the Naval Attachés in the index, but according to the Foreign Office List (1901) there are three at the Maritime Ports and one in Washington. The three at the Maritime Ports are probably distributed as follows: One at Paris, and the other two mainly at Berlin and St. Petersburg. The names of the Military Attachés can be found on page 40 of the Army List. They are distributed as follows: Vienna, Constantinople, St. Petersburg, Berlin, Rome, Paris, Washington, Tehran, Peking, Tokio, and there is temporarily a Military Attaché at Brussels while the war in South Africa is in progress. This last addition makes eleven Military Attachés, but the proportion of the permanent Attachés is ten Military and four Naval. I understand that the attention of the editor of the Navy List has been drawn to the omission of Naval Attachés from the index of the Navy List.

* * * *

"K. C. B."—The best way to get into the Indian Staff Corps is through the Royal Military College, Sandhurst. About thirty cadetships are offered each half year; the King's and Indian cadets have their choice of taking these, and the remainder are offered to competitors in order of merit at the entrance examination. Officers must pass in Urdu Lower Standard before promotion to lieutenant, and the Higher Standard and a professional examination within three years; they must also pass in the language spoken by the men of their regiment. Officers in the British Army are eligible for transfer to the Staff Corps under the following conditions: They must be under twenty-five years of age, must have done one year's actual duty in India, and have passed in Urdu Lower Standard. Their commanding officer must also certify that they bear record in a satisfactory manner.

* * * *

"A. B."—Midshipmen are excused watch-keeping between the hours of 8 a.m. and 4 p.m. "so far as the service will allow," to quote the Regulations. This is to allow of instructions being carried out. To prevent their missing practical work it is laid down that they should be present if anchor work and general or unusual exercises are being performed. No clear rule is laid down about night watch, the order being that "they are as a rule to be excused from watch-keeping at night in harbour so far as the exigencies of the service will allow." Half-an-hour in the early morning on weekdays is devoted to physical drill, swimming, signalling, or instruction in steam boats. Saturday forenoons are devoted to logs and journals, etc., but in the forenoons of the other weekdays the Naval instructor teaches the midshipmen navigation and nautical astronomy, mathematics, physics, mechanics, hydrostatics, and marine surveying. The afternoons of Mondays, Tuesdays, Wednesdays, and Fridays are devoted to one of the four important subjects of seamanship, gunnery, torpedo, and steam. The idea of the new scheme is that the junior officers should be arranged in each ship in a certain number of classes, and kept to one of the subjects mentioned above by the Naval instructor for a fortnight, so as to cover the ground more fully than was formerly the case. I have given in a brief form the regulations, but of course you must understand they are variously interpreted in different ships. Here is the system on board the "Majestic," which as a flag-ship is likely to set an example to the rest of the Channel Squadron. The midshipmen are organised for purposes of instruction into three classes, A, B, and C. A and B are of six each, the twelve senior midshipmen being chosen. The remainder form class C. A and B carry out ship duty alternately for a week at a time, the class on duty being excused attendance at instruction and entirely under the commander. The class off duty has to attend the morning drills on Mondays and Fridays, but otherwise goes to instruction. Class C is continuously under instruction. All classes keep their proper watches out of instruction hours. Each instruction is to be arranged on the basis of one subject a week, so that greater continuity of instruction may be obtained. The midshipman assisting the navigating officer works entirely under him at sea, and does not then go to other instructions.

"J. L."—There were four officers by the name of Logan who fought at Waterloo. Ensign Robert Logan, who was wounded, belonged to the 92nd Foot. He joined his regiment in August, 1813. Lieutenant George Logan belonged to the same regiment and was also wounded. He was a son of William Logan, a merchant of Aberdeen. He joined the 92nd in October, 1809, and died from yellow fever at Up Park Camp, Jamaica, on October 4, 1819, while serving with his regiment there. Then there was a Surgeon Thomas Galbraith Logan, who served with the 13th Light Dragoons (now Hussars). Lastly, there was Captain Joseph Logan of the 2nd Battalion of the 95th Foot. He reached the rank of captain in February, 1809, and was appointed lieutenant-colonel of the 63rd Foot in 1829. He died at Dover on September 1, 1844, when in command of the 63rd. I am sorry that I cannot give you further particulars. These are the only officers of that name mentioned by Mr. Charles Dalton in his "Waterloo Roll Call." To trace the history of the further services of these four you should go to the Record Office, where it is possible you might get information. In a case of such a distant date you will find that the War Office could not give you any information, having parted with their military annals of that date to the Record Office.

* * * *

"CIVILIAN PARENT" is naturally puzzled by the conflicting letters which appear in the Press, and asks, "What is the best method of preparing a lad for the 'Britannia'?" I have no hesitation in proffering advice on this matter. Up to the age of thirteen let the boy of average intelligence be educated in the usual way at a good preparatory school. He should be carefully instructed in mathematics, Latin, and French, and also in Scripture history and dictation, all of these subjects being vital. Latin, it should be borne in mind, carries higher marks than any other subject, and good spelling must be acquired. If a lad displays abnormal stupidity in mathematics it will hardly be possible for him to succeed as a Naval officer, and he had far better choose another career. At thirteen the average lad will need a year's special tuition, either at one of the well-known seaport schools, such as Burney's, Eastman's, or Forster's, or he may be sent to Mr. Littlejohn for the same period. This year of special preparation will cost from £120 to £200. I certainly do not advise parents to send their boys to any of the recognised public schools, although a small percentage of the cadets do pass into the Navy from these establishments. The public schools do not admit boys under thirteen years of age, and hence the time spent there is too short to be useful. The Admiralty wish, it is true, to get boys from the public schools, but to do this they will have to raise the age for entry still higher. Coaching lads for the Navy is now quite a recognised branch of the scholastic profession, and there are plenty of good preparatory schools at which a boy of average ability can be prepared at moderate cost, without changing his school at all.

* * * *

"LONDONER."—The distinction between the three senior regiments of Guards when in their new active service kit is easy to note when once it has been pointed out. The Grenadiers have their hats turned up on the left side, and wear a white plume in the loop of the brim; while the Coldstream Guards wear their hats looped up on the right side and a red plume, thus preserving the distinction worn in their bearskins. The Scots Guards, who have no plumes in their bearskins, have no plumes in their hats, but wear a tartan patch on the loop, similar to the bands they wear on their forage caps. As to the question which side of the hat ought to be looped up, there is no doubt that previously the hat was turned up on the left to leave the eye clear to view, but nowadays it is only a question of fashion, the looping being done for the sake of smartness. You will, however, find that the bulk of our Colonial troops loop their hats on the left, and so do the Imperial Yeomanry. The C.I.V. did the same. On the other hand, I have noted a few Colonials with their hats looped on the right—for instance, the Swaziland Mounted Police, the New Zealand Militia, the Victoria Mounted Infantry, and the Victoria Bushmen.

* * * *

"SALUTES."—I do not know of any regulation which prohibits British soldiers from saluting Native Princes who hold commissions in the English Army. It is hardly likely that any such exists, seeing that these princes have guards of honour accorded to them furnished by British troops, and in some cases a salute of guns, according to their rank in the Indian Empire.

* * * *

"C. E. D." (Streatham Hill).—There are not many books published which give the information you ask for at a low price. Probably "How to Get a First-class in Seamanship," by Lieutenant Dreyer, R.N., published by Messrs. Griffin and Co., The Hard, Portsea, price 4s. 6d., post free, would suit you. It is much used by midshipmen when passing for the rank of lieutenant, and construction forms an important item in the scheme of the book. Another book is "Naval Architecture—An Exposition of the Elementary Principles," by James Peake, price 3s. 6d., of Crosby Lockwood and Son, 7, Stationers' Hall Court, E.C.

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"HAMISH."—"Big Sam" belonged to the 93rd Highlanders, now the 2nd Argyll and Sutherland Highlanders. His name was Samuel McDonald, and he was a native of Lairg. He was 7-ft. 4-in. in height, and was stoutly built in proportion. The Countess of Sutherland allowed "Big Sam" 2s. 6d. extra pay a day, because she believed that so large a body must require more sustenance than his soldier's pay could afford. The 93rd was raised in 1759 by the Earl of Sutherland as the Sutherland Forcibles. In 1763 the regiment was reduced, but in 1779 a second regiment of Sutherland Forcibles was raised by William Wemyss of Wemyss, and this in turn was abandoned in 1783, to be succeeded in 1793 by the third regiment to bear the same name. It was while the regiment was doing duty at Guernsey that "Big Sam" died. He was much missed by the regiment, for he had always marched at the head of it with a mountain deer, being too tall to stand in the ranks. He had, before joining the Sutherland Forcibles, served under the then Prince of Wales as lodge porter at Carlton House. It is said of "Big Sam" that on one occasion, while serving in Ireland, he was challenged by an Irish giant to fight. The challenge was accepted, and having met the giant, Sam said it was customary to shake hands before the fight began. The handshaking, however, put an end to the battle, for Sam's grip was so hearty that the blood gushed out from the giant's finger tips, whereupon the Irishman said he had had enough and acknowledged Sam as victor.

THE EDITOR.

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A CORONATION MEDAL.
Obverse.
Designed by M. Emil Fuchs for

ROUND THE WORLD.

Per Mare, Per Terram.

By UBIQUE.

A CORONATION MEDAL.
Reverse.
Messrs. Elkington and Company, Limited

AS the time approaches for the accession to power of the young King of Spain, public interest is attracted more and more to the position and prospects of his country. Not ignoring the dark possibilities behind the gorgeous ceremonies that are being prepared, Englishmen have every good wish for the future of the Spanish Monarchy, and the earnest hope that, with growing years, Alfonso XIII. may gather the real strength for vigorous rule. The opportunities are great for a Spanish Sovereign who, by enlightened policy, and yet by respect for old traditions, can take advantage of the opportunities that are offered, in the development of a country singularly rich in its resources and possibilities. It must not be the policy of *manana*, but one of sympathetic and instant comprehension, able to combat or combine the energies of Republicans, Socialists, Anarchists, Carlists, and Separatists, instead of allowing these to work out their own gloomy predictions. In one thing only has Don Alfonso had an advantage—in the possession of a wise and good mother. It will be with genuine regret that the friends of Spain will see the long authority of that gracious lady brought to an end, and while they have the best wishes for the rule of her son, they will hope that her influence may long continue to sway his counsels. Madrid will give itself up next month to rejoicings characteristically Spanish, and those who are fortunate as to be present at the festivities in Don Alfonso's capital, and later on in the British metropolis at the coronation of King Edward, will have an unequalled opportunity of studying and comparing the distinctive features of Southern and Northern national physiognomies.

THE German people are accustomed, as each succeeding April comes round, to cast their thoughts back to that memorable April in 1871, when the States of Germany, bearing their laurels of victory, clove together, and the constitution of the new Empire was proclaimed. Prussia, by reason of the steadfastness of her people, and the force and discernment of her rulers, had earned her right to the hegemony, and now, though the spirit of separatism still lives, the danger has departed, and even the Bavarian, with his "narrower fatherland," is at one with the Imperial idea. That working arrangement for the safety of Germany, the Triple Alliance, which Bismarck confessed was no perfect bond, but only the best attainable in the circumstances, is brought by present circumstances much before the public mind, and plainly we see it crumbling. Manifestly, when renewed, it can be no longer the pivotal point of Germany's policy. The Emperor, who has shown on many an occasion the penetrating virtue of his statesmanship, is not deceived by it. He looks towards England and the United States. But for the strange Anglophobia of his people he would pursue an actively friendly policy, for his own strong sympathies are with us, and he deplores the downright hostility of German opinion. The Kaiser knew, in the war with Spain, that the United States were bound to come out victorious, and that they would emerge with stronger ambitions as a leading factor in shaping the world's politics. With sound judgment he recognised the logic of events, and has held out a hand to America which marks a new "occidentation"—if one may coin the word—in Germany's dealings with foreign States.

IT is a fact that in the world's politics, as in all things human, *tout casse, tout passe, tout lasse.* What is that Monroe Doctrine to which the Kaiser appears to have committed himself? When it was promulgated in 1823, it was taken to indicate a purpose of seclusion, which became ingrained in the American Constitution. The Powers might not intervene to control or direct the Latin-American States, nor might they extend their political system to the American Continent. Such was the broad principle, since extended by imaginative politicians, until its final impossible manifestation was announced in the famous despatch of Mr. Olney. A doctrine of America for the Americans was that of Monroe, and it was expressly laid down that the United States would not interfere in the affairs of European Powers, or of their existing colonies or dependencies. It was long the pride of American statesmen that they had no concern with the affairs of the outside world, and that their energies and ambitions were confined to the Western Hemisphere, and admitted no entangling alliances. There are still Americans who, with such a vast field of unsettled politics at home, are dismayed at the thought of taking an active share in the world's affairs, but the relentless course of events drifts them, whether they will or no, inevitably upon the broader stream. The nation has arisen with the ambition to spread wider its influence and its civilisation and to make its weight felt in the settlement of the larger affairs of the globe. It has earned its right to do that, and it certainly exerts its force in the cause of peace and international harmony.

TO mention Imperial affairs is to bring to mind—what, indeed, will ever remain with us—the work of Cecil Rhodes. The Continent has now had time to express its opinion thereon, and it is seen that even those who were his bitterest opponents and critics recognise the nobility of his ideas and achievements. The hostility to Mr. Rhodes of the world at large—for it was no less—was due to a well-defined cause. He stood to them as the very type of British aggressiveness in those spheres in which many of them thought their interests endangered, and where all of them saw things done which they could not rival. The new Africa was being fashioned—its name of the "Dark Continent" is now out of date—and most of the Powers were seeking advantage there. That the Americans were not running in that race may account for the fact that their friendship is now unalloyed, or almost so, by any trace of bitterness. If it had not been for the foresight and firm resolution of the Empire-builder the chances are that the Boers—perhaps assisted by the Germans—would have cut off Cape Colony from expansion to the north, and that all hope of spreading British influence through a large part of the continent would have been forestalled. The causes of German dislike of England are many, but perhaps our expansion into mid-Africa is chief among them. The nature of Boer hatred is clearly revealed. No nation that aspired to domination in that part of Africa could calmly see itself British-bound, its borders finally set, and expansion placed out of the question. Indeed, the more we think of the causes of the war, the deeper do we see they lie, and the more certain does it seem that the quarrel was sooner or later inevitable. If Mr. Rhodes was at the root of it, it was because he knew that for the Empire to extend northward in Africa was, indeed, the only way.

GENERALLY the Powers seem to have thought that the war would absorb all our energies, and for a time all our resources. The misapprehension was not surprising, considering how lugubriously some of our own countrymen regarded the situation. We were supposed—perhaps by the Russians chiefly—to have our hands tied by the South African entanglement, and many adventurous politicians

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among them thought they could act without any fear of being checked by us. Nothing, therefore, surprised them more than the spirit in which we reversed our long-standing policy, and, by concluding our alliance with Japan, assumed a far stronger position in the Far East, which is a bar to their ambitions. When, therefore, they learned that we had entered into a convention with Persia for the construction of a telegraphic line between the frontier of Baluchistan and Kashan in the Irak Ajemi province of Persia, the astonishment was still greater. They believe we have gained a very substantial advantage in a country which they consider as under their influence, and such may be the case in commercial and intelligence matters. Nevertheless, the apprehensions of the *Novoe Vremya* and some other papers seem needless. The construction of a telegraphic line can serve no purpose of aggression, and should be of general utility in Central Asia. That it will bring Persia any more closely under our influence seems doubtful. It will confer advantages on that country, but the Russians may take heart of grace from the fact that the Shah does not propose to grace the Coronation with his presence. What may be concluded from the convention is, that the Government has taken a right step to promote our interests in that quarter. This in itself is satisfactory. Regarded in association with the Anglo-Japanese Convention it indicates an alertness and vigour of statesmanship which many among us thought were wanting.

GUNNERS AFLOAT AND ASHORE.

THERE has always been a *camaraderie* (the French word seems to express more than the English) between gunners afloat and ashore. This has found most possibility of expression at small foreign stations, where each is more or less dependent on the other's society. At the large ports at home each branch is so engrossed with its own particular duties and surroundings that it has little time to devote to a study of the other, or to a cultivation of mutual friendships. These are happily universal at foreign ports. The land gunner who has been perhaps years abroad has only *read* of the newest development in gunnery. His ideas of how things work have been derived from tables and diagrams. It is as great a delight to him to study the developed idea in its perfection as it is to his brother gunner of the sea to show it to him and explain its many intricacies, easily understood when present to the eye, but hard to master by the aid of the pictures in a handbook. This community of professional interests leads to an interchange of ideas on other subjects, which is perhaps more intimate between the seaman and the land gunner than is noticeable between the sea service and other branches of the land service.

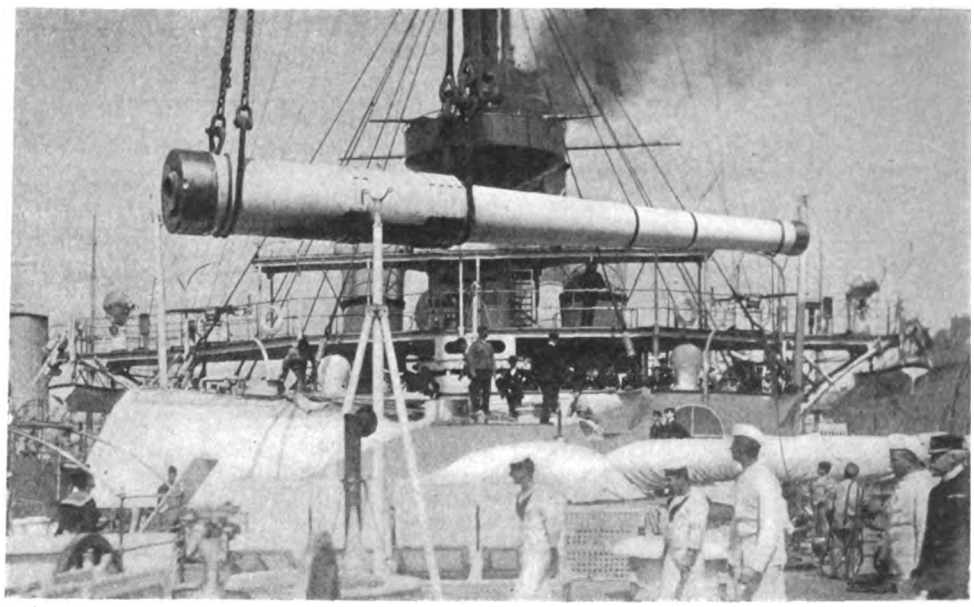

Photo. Copyright. "*Navy & Army.*"

GOING TO HOSPITAL.

A sick gun being sent home for treatment.

It matters not to the sailor whether the soldier's coat is blue or red, the soldier is to him a "lobster." The young sailor's creed is that the "lobster" belongs in some inscrutable way to a somewhat low order of creation, in which readiness, intelligence, and adaptability are wanting. On the other hand, the inexperienced lobster thinks that the "shellback" is a man who spends his life on stormy seas, and who has little time to look to his guns in the short intervals of spare time he has between taking a reef in the binnacle and heaving the main deck overboard. These are the ideas of young "blues" and young "lobsters," soon rubbed off by the intimacy bred by association on a foreign station, and the consequent exchange of ideas. In the days when "troopers" were manned by the Royal Navy there was little time for "swapping lies." The troops were kept very much apart from the sailors. Nothing tended to advance ties of brotherhood. One never heard Jack and Tommy waxing eloquent and even going to the length of a wager on such subjects as "trajectory" and "muzzle velocity." It is only necessary to hear an argument outside the canteen at Bermuda, Aden, or Singapore to realise with what interest, and with what intelligent interest, these and more intricate subjects are discussed by the men behind the guns. Text-books are quoted, phrases used by officers who command attention at their lectures are brought forth on the *pro* and *con.* sides. Lastly, personal experience with date and place is used as a clincher—"Hang all argument! Who's thirsty?"

Among the higher ranks ideas are interchanged no less earnestly than they are among the rank and file. A standing grievance of the land gunner has been the gear with which the War Office supplies him for the shifting of heavy guns. On the principle of the distinguished old-school Artillery officer who decided that the 38-ton gun was unserviceable because it could not be mounted and dismounted *with the stores on the gun*, the War Office act, or have acted. It is earnestly prayed that they may soon see that the appliances suited to move an old 64-pounder cast-iron gun are not those necessary for shifting a 12-in. breech-loading gun of 46 tons weight. The Admiralty have long recognised this fact.

It is true that a fort cannot be floated some hundreds of miles, however small its armament may be, until it finds itself, like the floating fortress in the picture, under a convenient crane. Still, the War Office should supply means of some sort, more modern than those now given, for the mounting and dismounting of heavy ordnance.

There is one part of the gunner's work where land and sea diverge—that is, the rapid transport of light guns by land. The art of driving has been brought as near perfection as human means allow of by the mounted portion of the Royal Regiment of Artillery. Our illustration shows a winning team of a new and young battery which will compete for honours at Islington.

Photo. Copyright. Russell, Southsea.

A WINNING SECTION.

The Prize section of the 102nd Battery, R.F.A.

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A SIKH OFFICER.

NATIVE OFFICERS, 14th SIKHS.

A SIKH OFFICER.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

IT does not seem necessary or desirable to attach grave importance to the more recent rumours of trouble on the North-West Frontier; but, on the other hand, it would be foolish to ignore them altogether. The most instructive feature of the situation is the immensely increased publicity that is given nowadays to episodes which twenty years ago would never have been heard of outside the secretariats of the Foreign Department and the Punjab Government. To the Anglo-Indian of some standing it is almost amusing to see a London daily paper solemnly reproducing a telegram to the effect that Sawar Khan, known as Chikkai, has talked of raiding British territory, and that the Sartip of Dakka is stirring up disaffection among the border tribes. One may be permitted to doubt whether even now the man in the street knows Sawar Khan sufficiently well to speak of him familiarly as "Chikkai," or has any idea of the whereabouts of Dakka and the precise official position of a Sartip. But still there is some humorous significance in the fact that the London daily Press—which certainly knows its own business remarkably well—considers it worth while to put this detailed and rather recondite information before its readers. It shows that, at any rate, the Indian Frontier is no longer a district in which serious and far-reaching events can take place without anyone in England, except a few highly-placed officials, being the wiser.

Of course there are disadvantages connected with the diffusion of this sort of knowledge, but probably there is a balance to the good, especially now that the Indian Frontier is gradually acquiring more and more Imperial significance. I sometimes think that we do not take sufficient heed of the great fact that India is daily ceasing to be chiefly interesting on its own account, and daily becoming more and more merged into the general scheme of the British Empire. The true inwardness of the Indian borderland is certainly not what it used to be in the days of Lord Lawrence, or even in those of Lord Lytton, when a frontier campaign—"an ignoble little war," as the late Sir George Campbell used harshly to call it—had little ulterior meaning beyond the sharp punishment of the tribe against which it was directed. Any expedition against any particular collection of septs or clans would now have a sympathetic effect over the whole frontier, and would unquestionably hasten or retard in a marked degree the settlement of that ultimate arrangement with Russia to which the continued existence of Afghanistan as a buffer state is the only bar. If it had not been for this consideration we should doubtless have seen the Waziri blockade take a very different shape, and it is probably the caution which the Government of India now displays in dealing with Frontier questions which has emboldened the venturesome Chikkai, and fostered the intrigues of the Sartip of Dakka. Assuming this to be the case, it is certainly well that the home public should become familiar with even incidental happenings in the borderland, for it is now quite possible that out of some minor trouble there may arise a situation of considerable difficulty, which may eventually need to be dealt with from an Imperial standpoint and in accord with home, not Indian, views of British foreign policy.

As I anticipated, Mr. Brodrick's proposal to saddle India with another three-quarters of a million a year in connection with the increased pay of the British soldier is not being received with any particular enthusiasm by those chiefly concerned in finding the money. A very forcible letter on the subject has appeared in the *Times* over the signature of Mr. T. R. Buchanan, who is well known as a Scottish Parliamentarian of experience and sagacity, and who to some extent hits the nail on the head when he says: "If we increase the pay of our soldiers for our own necessities we should pay for it ourselves, and not shift a large part of the burden upon India." But Mr. Buchanan, as an old Gladstonian Liberal, does not attach the importance which ought to be attached, and which will be attached by most fair-minded Anglo-Indians, to the Imperial excuses upon which Mr. Brodrick not unreasonably relies in making the proposal in question. If India is content to draw her British garrison from the British Regular Army, of which she has always had, and under existing conditions always will have, the pick, she must be content to abide by such rises in market values as we ourselves have to face. The fact that she has lent us troops for South Africa, and that Indian Volunteers have fought manfully at the front, is really rather beside the question if you look at India from the Imperial, not the local, standpoint. A few months hence and the boot may be on the other leg. India might be seriously threatened, and it might be necessary for the Home Government to send men and ships to her aid, and otherwise to strain the Empire, as it would, of course, cheerfully do in such a dire contingency. It is reflections of this sort which, as I suggested some weeks back, will probably render India herself acquiescent in the new burden about to be laid on her, if the imposition of that burden seems necessary for the well-being of the British Army at large.

But, while India will not object to pay what is right and proper should be paid to the British soldier in the altered conditions of the labour market, it will, as I have before hinted, be all the keener in future to obtain good value for its rupees. And here we come to that great question which was one of the first that I raised in these notes, that, namely, of, comparatively speaking, long service for India, on which I rejoice to see Sir Edwin Collen, late military member of the Viceregal Council, is producing some important evidence, and putting it into admirable and lucid shape. There is undoubtedly growing up a strong feeling in India on this subject, and it will, I think, be a good day for that country and for the Empire when we have arrived at a scheme which will enable men of longer service to form the

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bulk of the British garrison in the Shiny East. Personally speaking, I am inclined to go yet further, and advocate a return to local service for India, most of the old arguments against which have, I think, now lost their force. But I have no wish to introduce sharply controversial matter into these notes, and, at any rate for the present, there is sufficient of interest and importance in Sir Edwin Collen's contention that the application of the short-service principle to the larger proportion of our soldiers is quite compatible with a system of enlistment which would give us a certain number of men of longer service, especially in India.

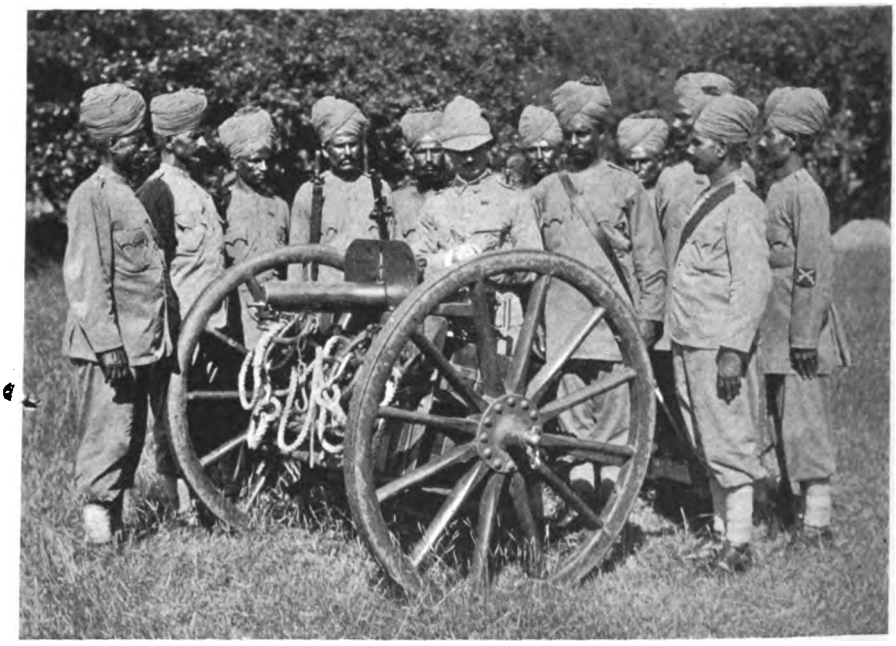
It is quite a mistake to suppose that the British soldier in India deteriorates rapidly after the age of twenty-six, supposing he enlists at eighteen and goes to India when he is twenty. Sir Edwin Collen gives chapter and verse in proof of a contrary opinion, and, having studied the subject quite independently, I may be permitted to produce added testimony in this direction. Some years ago I happened to be interested in the subject of life assurance as connected with military service in India, and it struck me that the method employed by most of the offices of simply adding a fixed amount to the premium payable at each age to cover Indian risks was a very unscientific and unsatisfactory one. Accordingly, I procured as many health statistics as I could, and discovered, as Sir Edwin Collen now shows, that, after five or six years' residence in India—assuming that a man goes out there as a youngster of twenty or twenty-one—the "Indian risks" almost entirely disappear. Practically speaking, an acclimatised Englishman runs very little more risk of being suddenly carried off in India than he does at home. I rubbed these statistics into a leading life office, and the latter was so impressed by them that, after careful consideration, it changed all its Indian rates! I am afraid I shall never get due credit for this striking achievement, but the fact remains, and I think it bears usefully on what is one of the most interesting and important military questions of the day.

A kindly correspondent, who appreciates my anxiety to lighten the dreariness of my ordinary musings by an occasional anecdote "in lighter vein," sends me a pleasant little yarn about the late Sir Richard Temple. The latter was travelling at the time of the Afghan War on the road from Sibi to Candahar, and happened to fall in with some political and other officers whom as a "burra sahib"—he was then Governor of Bombay—he had to ask to dinner. He was a man who looked closely into the details of his household, and on asking his A.D.C. whether there was plenty of wine for the occasion, was rather staggered to find there were only four bottles of champagne left. "Oh, quite enough," said the Governor; "I shan't take any, and you won't take any—tell the others it is scarce, and we shall have quite enough for our guests." The dinner went off famously, and the champagne flowed freely, a little to the Governor's surprise and anxiety lest the supply should run short suddenly. He cast some questioning glances at the A.D.C., but the latter was quite unperturbed, and the wine was immensely appreciated by the guests, many of whom had not tasted it for months. Next morning the Governor, distinctly pleased with the manner in which his dinner in the wilds had gone off, remarked to the A.D.C., "I said that four bottles would be enough, and you see there was plenty—plenty!" "Yes, sir," said the A.D.C., "but after you spoke about it I found a Parsee merchant had just come up with a stock of good champagne, and I got in *two dozen more!*"

INDIANS AT MAURITIUS.

MAURITIUS generally associates itself in the memories of visitors with a lotus-eating land where, if it is not exactly always afternoon, it is always pleasant. The climate is good, the inhabitants are hospitable and sociable, and, barring an occasional cyclone, all seems to go merrily and happily. Some time ago, however, the lotus land was threatened with something more than a ruffling of the surface, and the local Government thought it wise to apply for some additional troops.

Accordingly, with the consent of the Government of India, the 1st Bengal Infantry was sent to Port Louis, to prevent any such unpleasant contingency as riot, which would be extremely unpleasant for the white population in an island situated as Mauritius is. When one considers that of its population of about 380,000 some 262,000 are Indian coolies or their descendants, that there is a large number of half-castes and a considerable body of negroes, Malagasy, Malays, and Chinese, one is justified in calling the population *un peu mélée*. As elsewhere, taxes and wages in connection with the sugar industry led to small rows, and, given the elements above described, it is hard to say when a small row will develop into a big riot. The arrival of the 1st Bengalis had, however, the desired calming effect. The regiment was quartered at Port Louis, which is comparatively hot, although the annual mean temperature is only 78-deg. Fahr., which would ordinarily be nothing to Indian veterans; 78-deg. Fahr. can, however, be of the Turkish bath order, and so it is here. Port Louis is not, moreover, very healthy, and has been in former years greatly scourged by both cholera and malignant fever. Both officers and men, however, enjoyed their stay. In case of sickness there was always the salubrious upland plateau, where the climate resembles that of the South of France, to go to.



WISE SAWS AND MODERN INSTANCES.

Lieutenant Marshall explaining a good Maxim

Photos Copyright. "EN GRANDE TENUE." "Navy & Army."

Native officers coming from the Governor's levee.

The first picture shows the adjutant instructing Native officers and men in the use of the Maxim gun. They very soon became efficient in the use of this weapon, as the 1st Bengalis is composed of a very intelligent class of men. The second shows the Native officers in full dress coming from a levée. Native officers are always picturesque items at levées, where their fine stalwart figures, handsome uniforms, and the Oriental courtesy of presenting the hilt of the sword to be touched by their superior, always attract the attention of those unaccustomed to Orientals.

French is the general language among the whites of Mauritius, although English is the official tongue.

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AN ELSWICK CRUISER.

Photo. Copyright. Bolak.

SLIPPED FROM THE LEASH.

The launch of the "Lancaster."

Although last week we illustrated the "Lancaster" taking the water from the Elswick Yard of Messrs. Sir William Armstrong, Whitworth, and Co, Limited, the photograph here reproduced is of such a unique character that it seemed worth inserting even at the risk of the charge of repeating ourselves. What we did not do was to give credit to Sir William White for the designing of the ship, and to Messrs. Hawthorn, Leslie, and Co., the makers of the machinery. The ceremony of christening the vessel was most graciously performed by Mrs. Douglas, wife of Vice-Admiral Douglas. There can be no doubt that in the vessels of the *County* class, of which the "Lancaster" is one, we have a very useful type of vessel.

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THE SINGAPORE VOLUNTEERS.

A POET has told us that "the world knows little of its greatest men," and in the same way it has been the reproach of the British Empire that its stock of information concerning some of its most valuable adjuncts and most useful developments has been surprisingly small. In this direction NAVY AND ARMY ILLUSTRATED has, as we all know, repeatedly done excellent service by publishing brightly illustrated special accounts of sections of our Colonial Forces of which but little was generally known at home. To the debt the public and the Empire owes us in this connection we are now adding by putting before our readers three capital pictures of, and a few up-to-date details concerning, a young and extremely vigorous organisation, which may have a very important future before it, namely, the Singapore Volunteers.

Our hold on the Straits Settlements has been but gradually, some might say tardily, strengthened since the very early days of the nineteenth century, when they passed finally into British hands. The normal garrison of regular troops at the outbreak of the war in South Africa consisted of a battalion of British infantry, a small force of Royal Garrison Gunners, and of Asiatic Artillery, half a company of Fortress Engineers, and a company of Malay Submarine Sappers and Miners. The colony also maintained an armed police force of about 1,700 men and a battery of Volunteer Artillery about 100 strong.

Since the war broke out the British infantry battalion has been replaced by two battalions of Madras infantry, and the residents have been wondering when their much-appreciated Tommies are to be restored to them. In the meantime, it can hardly be said that these highly important Settlements have been over-garrisoned. Evidently the Government has been under no illusion of that sort, for when, on the outbreak of the war, the Singapore Volunteer Artillery volunteered for active service, their offer was, much to their disappointment, declined, on the ground that their presence was at that juncture indispensable to the security of the colony.

It is not to be wondered at that in these circumstances Singapore should have looked rather seriously to the joints of its own armour, with the result that in March, 1900, there sprang into existence a fine new body of Volunteer Rifles, which, added to the Volunteer Artillery, forms a composite force of which any colony might well be proud. Incidentally it may be mentioned that these are not the first Volunteer Rifles Singapore has ever had, a corps having been formed as far back as 1868, but it was allowed to "go under" after a brief existence of about eight years. It is safe to say that the present organisation is in no danger of any such early collapse. Indeed, considering its "age and opportunities," it is a quite remarkably healthy and vigorous growth, for volunteering in the East is liable to several drawbacks which are quite unknown to the average home metropolitan or provincial corps.

The total strength of the Singapore Volunteers was about 300 when the photographs here reproduced were taken, but the correspondent to whom we are indebted for these pictures informs us that the Imperial Government has sanctioned the addition of several new companies, consisting of Eurasians and Straits-born (British) Chinese, and these are now in course of formation.

The composite corps has as its motto "In Oriente Primus," and does its level best to live up to it. The commandant is Major the Hon. A. Murray, and by all accounts and to all appearances his command is one of which he has reason to be proud. The physique and bearing of the members are especially noticeable, the chest measurement being extraordinarily high, and the movement strong and free. Gratifying testimony to this fact was recently forthcoming, strange to say, in a German newspaper, from the pen of a German officer on his way to China during the international operations. This correspondent spoke warmly of the "stalwart British Volunteers in Singapore," and of "their athletic spring and stride in marching." Perhaps if he had been a German clergyman he would have sought to blacken the moral character of the corps, and accuse it of habitual indulgence in the seven deadly sins, with a few other enormities specially invented for the occasion; but being a German officer and a gentleman, he naturally spoke of things as he found them, with a German soldier's generous appreciation of all that looks to him like good fighting stuff.

The Singapore Volunteers are clad in plain khaki, without facings or ornamentation of any kind. Somehow that does not seem to detract from the general appearance of the corps, which one fancies that many a commander would be pleased to handle, even without many of the fancy appendages which some modern levées consider indispensable to a smart appearance on parade.

The corps takes a deep and abiding interest in shooting, and shows a capital return of marksmen and first-class shots in the Rifles. This is very much as it should be, for marksmanship is of even more serious importance to the Oriental Volunteer than to his home *confrère*. The latter has seldom any chance of employment, save in company with large numbers of his comrades, but the Volunteer in the Shiny East may almost any day, by reason of some local disturbance, find himself in a position of grave individual responsibility, when he not only may find it necessary to use his rifle without waiting for any word of command, but may have the lives of women and children depending on his ability to shoot straight. It is highly satisfactory that the Singapore Volunteers, who, by the way, have their own range at Balestier, should devote special attention to musketry, and seek to make themselves as efficient in this as they are smart and soldierly in all other respects. All who have served at Singapore can testify to the keenness of the Volunteer force there. The Artillery Volunteers have had for many years a fully-equipped mobile Maxim battery of their own.

PHOTO. Copyright. Hills.

THE BACKBONE OF THE CORPS.

Group of non-commissioned officers, Singapore Volunteers.

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OFFICERS AND MEN OF THE SINGAPORE VOLUNTEERS.

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THE WIDE, WIDE VELDT.

[ANECDOTES AND PEN PICTURES BY A WAR CORRESPONDENT.]

IF there is one branch of the British army in South Africa against which the carping critic cannot hurl a stone, it is the Royal Artillery. The Gunners have again proved themselves to be, if not one of the seven wonders of the world, at least the wonder of modern warfare. It is their proud boast that although their guns have been captured, it has only been after the men were shot down, or reduced to the last extremity, that the enemy laid hands on the sacred pieces. But now these very guns have been taken from them by those in authority in Pretoria. You will ask, with many others, "What are Gunners without their guns?" The answer is simple: "They are the best-disciplined mounted infantry now operating in the field." And this is what has happened. As the guerilla war dragged on, it became obvious that the whole British force in South Africa, and especially the mobile columns, was over-weighted with artillery. We had far more batteries in the country than the nature of the fighting required. The scattered parties of the enemy were to all intents and purposes without guns. The addition of artillery to mobile columns only impaired their mobility. Moreover, there is much sentiment and moral effect attaching to the transfer of artillery by right of conquest from one side to the other in battle. The Boers know this, and they deliberately singled out guns for attack, knowing that troops would stand to defend them when they would otherwise have extricated themselves. Besides, in the present stage of the campaign, the prime object is not to shell Boers out of positions at 3,000-yds., but to surround and capture them. To do this successfully guns are not necessary, but well-disciplined mounted men are. So the guns have been taken away from the Horse Artillery Batteries and some of the Field Batteries, while the personnel of these units has been turned into the Royal Artillery Mounted Rifles. What material for a mounted corps! What traditions! Here we have mounted infantry with a past to fall back upon. Not young soldiers attracted by a high rate of pay; not half-trained Yeomen soft in the saddle; not haphazard cattle-lifting corps who do not even skirm at murder—but a corps with the whole traditions of the glorious past of the British Army behind it—Mercer's Troop, the Chestnut Troop, the Eagle Troop, Toomb's Horse Artillery, the immortal Ramsay's Troop, and the glorious motto "Ubique." Is it surprising that every column commander has asked to be allowed to have them? And how the men must appreciate the change! It has always throughout this war been their duty to engage the enemy at a distance, their misfortune to meet him at close quarters. But now it will be their one desire to cross weapons with him, and I would be sorry for the Boers who pit their strength against the ingrained discipline of the Royal Artillery Mounted Rifles. If Lord Methuen had only had them with him at Tweebosch, what a different story it might have been.

Last week a mention was made of Kroonstad: Kroonstad as it was before the war—Kroonstad in its palmy days. How it is all changed! Few would choose it now as a holiday resort, as a spot sacred to honeymoon couples. But we who have occupied the town in war have been denied Kroonstad's only charm. The boats, such as they were, were carried away to aid armies across rivers. You can imagine it well. An army in five cockle-shells! But the boats served their purpose, and were mostly used, so report has it, by Theron's Scouts. We who have been stationed there only know Kroonstad as the bleakest, most dust-begrimed town in South Africa. A hell of heat by day; a miserable concentration of cold winds by night. Those who travel by the railway know Kroonstad as possessing the worst buffet in the world. The Boers know the township as the place with a concentration camp which is more easy of access than any other.

OFF TO THE SCENE OF ACTION.

Royal Artillery Mounted Rifles entraining at Pretoria.

A REFRESHING CHANGE.

Byng's convoy crossing a drift after tramping over miles of veldt.

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AFTER DE WET.

Quick-firers giving the wily general a parting salute.

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THE NAVY & ARMY ILLUSTRATED.

VOL. XIV —No. 272.] SATURDAY, APRIL 19th 1902

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FIRST EMPRESS OF INDIA.

The statue of her late Majesty, unveiled at Calcutta on March 19 last, is the latest memorial in the Eastern Empire of its revered Sovereign. The name of Victoria will never die while the British Raj has sway. Her son who rules us now holds her name as sacred as do any of those who were her subjects. Among the thousands of Indians who saw the statue unveiled by Lord Curzon last month there were possibly few who had seen our late Queen. There are, however, scarcely any who do not know of her greatness, for fame such as hers has spread to the extremest limits of the Empire. The dead Queen and Empress still lives in the hearts of the millions whom she benefited in life. May her statue at Calcutta be treated by her subjects with the care and reverence it deserves.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

When the Sleeper Awakes.

WHEN Cecil Rhodes was called a poet by those few who really saw what were the hidden springs of his energy and character, there were many who sneered, and many more who smiled. In the weeks that have passed since he returned, in Kipling's fine phrase, "back to the Power again" from which he drew his store of elemental energy, the world has been forced to admit that the few were, as the few generally are, entirely correct in their estimate of him. The greatest poets are those who have the noblest, the furthest-reaching imaginations. Imagination is the heart-stuff of poetry, which must appeal rather to the emotions than to the intellect. To complete the perfect poet you must have, as well, felicity of expression in some one of the forms which we distinguish from ordinary prose. But there are many who have poetic imagination without the power of casting their ideas into poetic form. Carlyle was one of these. That is why we call the French Revolution an epic. Cecil Rhodes was another. That is why the sketch of his aims and ideals which Mr. Stead printed last week in the *Review of Reviews* belongs to the boundless realm of poetry, and not to the limited domain of politics and statecraft.

Just as Tennyson, when he wrote "Locksley Hall," let his imagination wander into the regions of yet far-distant Time, just so did Rhodes

> "Dip into the future, far as human eye could see,
> Saw the Vision of the World, and all the wonder that would be."

What he saw was a world governed by the Anglo-Saxon race—"the best people in the world" employing their best energies for the benefit of the entire universe, and securing peace for all eternity. While he seemed to be devoting his life to the heaping-up of riches and to the shaping of the destiny of one continent, he was all the time pondering upon the "huge, cloudy symbols of a high Romance," which stood with him for the instruments that might lead to the solution of the problems of the whole earth.

> "Dreamer devout, by vision led
> Beyond our guess or reach,
> The travail of his spirit bred
> Cities in place of speech.
> So huge the all-mastering thought that drove—
> So brief the term allowed—
> Nations, not words, he linked to prove
> His faith before the crowd."

Ridicule in plenty has been poured upon the means by which he proposed to reach the end he had in view. The secret society of millionaires has, it is very true, a fantastic, and, at first sight, even a ridiculous air. The same idea once occurred to Mr. Wells, who developed it in his story called "When the Sleeper Wakes." He imagined a syndicate of immensely rich leaders in finance, who by degrees secured the control of every country in the world. Their aim was not like Rhodes's to benefit mankind, but to benefit themselves. One cannot help being afraid that Mr. Wells had a clearer view than Mr. Rhodes of the ambitions of nine millionaires out of ten. If ever such a society got itself started, it would soon become a money-making concern, whatever high purposes it might set before itself at the outset of its operations.

And yet it is a great idea, this of Rhodes's, that rich men should devote their wealth to the carrying out of a scheme for the better government of the planet upon which, for a little while, we live and move and have our being. Millionaires and what the French call "strug-for-lifeurs," and paupers all alike fret their hour and then are heard no more. What a stimulating thought that all alike should work together to the advantage of those who would follow! What a daring, what a wild flight of imagination, in an age which has exalted self-seeking into a religion, and sunk the idea of universal brotherhood, with its obligations and claims, almost to the level of lunatic ravings. Rhodes saw more certainly than most men how "every door is barred with gold and opens but to golden keys," and the constant seeing made him fancy that gold could do more than lies within its power. Yet his spirit was not crushed. He did not give up in despair the struggle towards a healthier condition. He even flung his mind forward into an age when rich men would "desire to do something," not merely to accumulate for the sake of accumulation; and when the plan he proposed for the employment of "their ill-gotten or inherited gains" would furnish them with a solution of their difficulties, and "greatly relieve their minds."

Visionary? Yes. Impracticable? Perhaps. Useless? No, for no great effort of imagination is useless. No proclamation of an ideal is ever without its value to mankind. And this was, beyond question, a noble ideal. It has already stirred and quickened the emotions of millions of Britons and Americans. For long our minds have been turning over in doubt and difficulty the notion of an Anglo-Saxon Federation. For long we have been groping in the dusk after the key to all our Imperial efforts, and to the steps that the American people have taken, timidly at first, then with greater confidence, upon this same pathway of enlarged dominion. Then the dreams of this inspired dreamer are published to the world, and in a flash all seems to have been made clear. "Inspired" we say, because every mind which is touched with the live coal of imagination is, in its degree, endowed with inspiration from the hidden source of all "great thoughts, high thoughts, thoughts lasting to the end." A dreamer we call him, for the reason that no other single word can sum up the qualities of heart and mind which went to the forming of his ideals. He expresses in these rough thoughts that come tumbling from his brain—each one crowding upon the heels of the last, with another eager to be put into words before that is completed—many a wish, many a fancy, many a conception that has been struggling in numberless minds to take definite form. He has not lived to do much more than put his thoughts before the world. It is for all of us, whose sympathies are touched and whose views are widened by the splendid vision of his all-mastering idea, to keep it constantly before the world, and to do what we may to bring it within the confines of achievement and reality.

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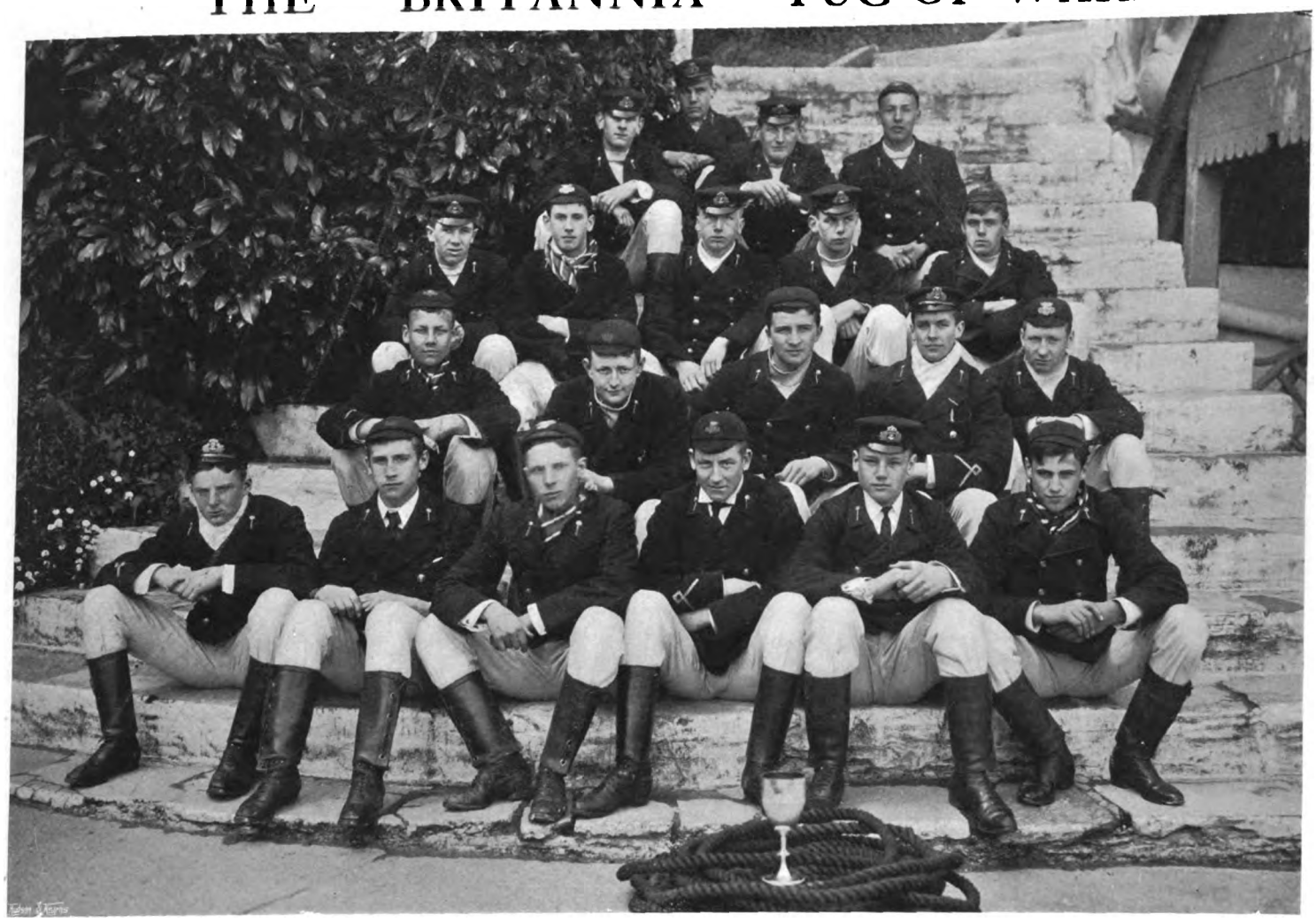
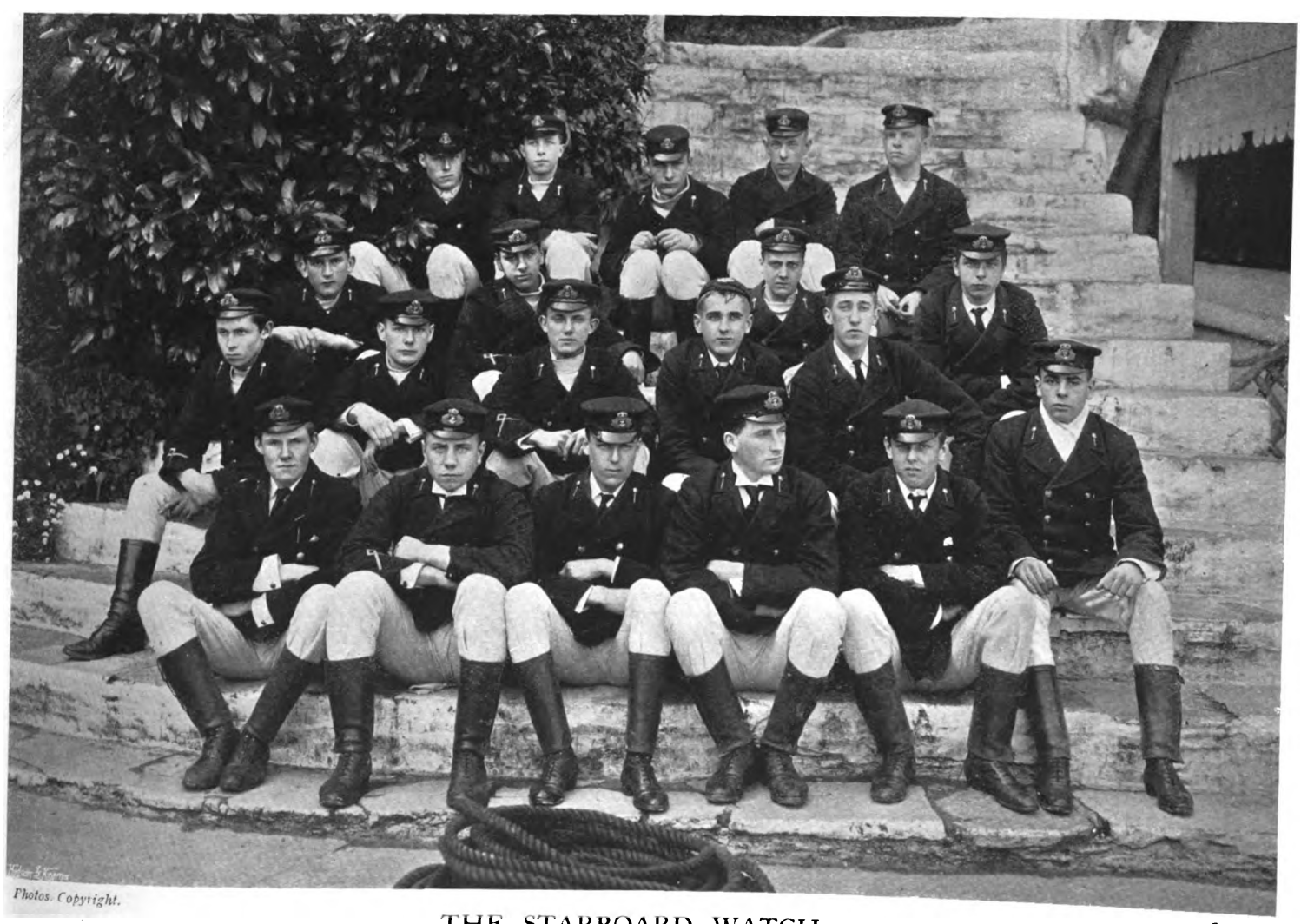
THE "BRITANNIA" TUG-OF-WAR.



THE WINNERS OF THE CUP.



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THE STARBOARD WATCH.

A tug-of-war is always an excellent test not only of weight and muscle, but of condition, and when the teams are drawn from an identical source the contest is pretty certain to be an interesting one to the onlookers, as well as to the competing teams. In this case the two watches of the "Britannia" were pitted against one another, with the result that the port watch won the handsome trophy here shown. Both teams contain as fine specimens of young England at its best as could well be found anywhere.

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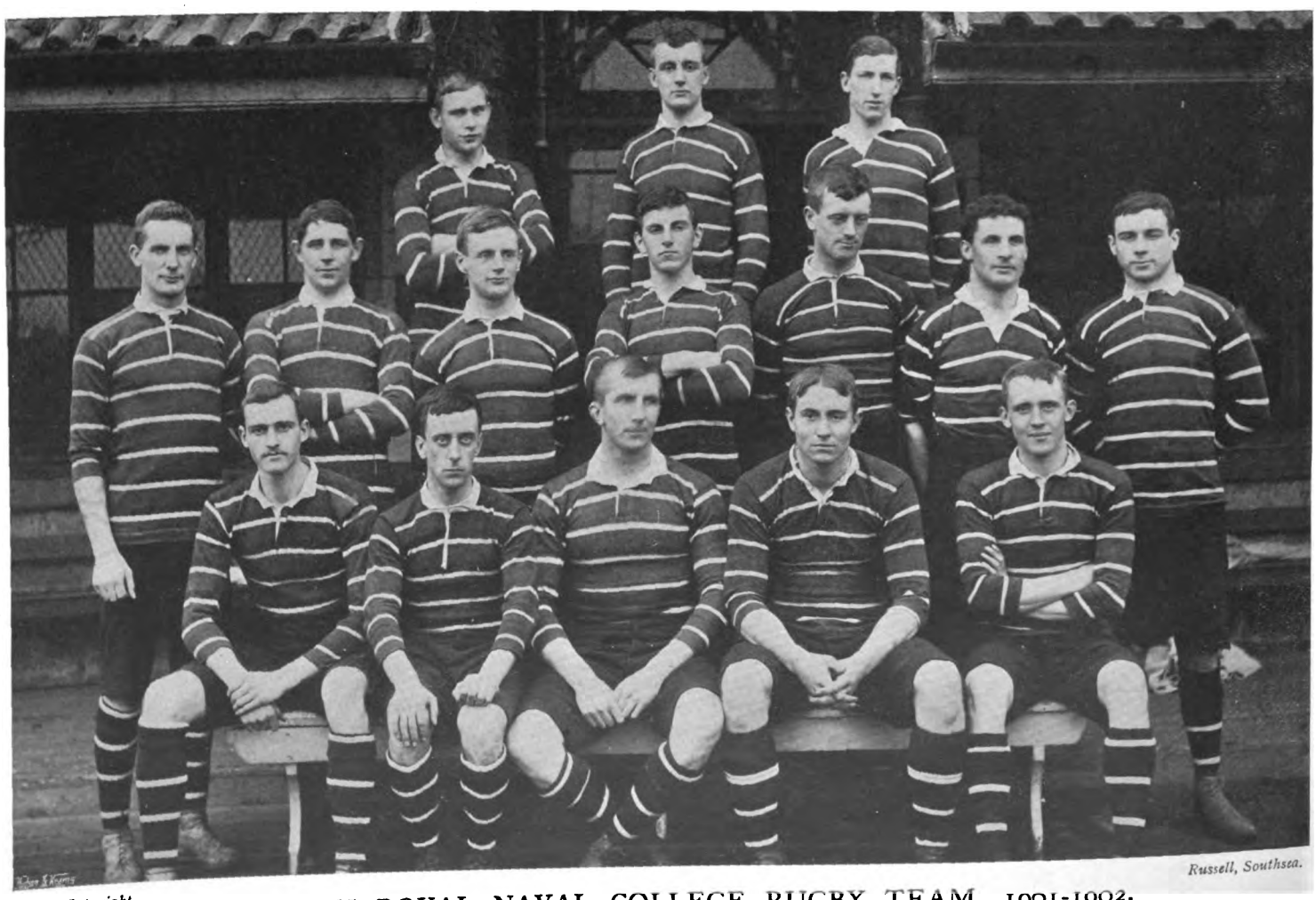
TWO NOTED FOOTBALL TEAMS.

Photo. Copyright. *Wicksteed & Palmer, Cheapside.*

ADMIRALTY ASSOCIATION FOOTBALL CLUB.

Reading from left to right the names are—Back row: C. Marriott, E. P. Fielden, J. B. Abraham, S. R. Marriott, Esq., J. Ray, L. E. Lawson, and E. W. Griffin (Secretary). Second row: A. E. Begg, R. L. Barnard, W. H. Hancock (Captain), H. Crombie, and H. Griffin Front row: J. G. Tottingham and W. P. Daniels.

Formed by the Civil Staff of the Admiralty at Whitehall during the latter part of this season. Six matches have been played, two of which were against the War Office. Results: Three wins, one drawn game, and two losses.



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GREENWICH ROYAL NAVAL COLLEGE RUGBY TEAM, 1901-1902.

Reading from left to right the names are—Back row: Sub.-Lieut. N. O'Neill, Assist.-Engr. F. Hoare, and Assist.-Engr. V. Whyam. Second row: Assist.-Engr. A. Joughin, Lieut. L. Hammond, Lieut. H. Orr, Lieut. A. Palmer, Lieut. W. Tomkinson, Lieut. S. Meyrick, and Lieut. H. Briggs. Front row: Assist.-Engr. W. Rabbidge, Sub.-Lieut. C. Dix, Lieut. G. Wood-Martin, Lieut. M Best, and Second Lieut. A. Cantrell, R.M.A.

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A YOUNG WARRIOR.

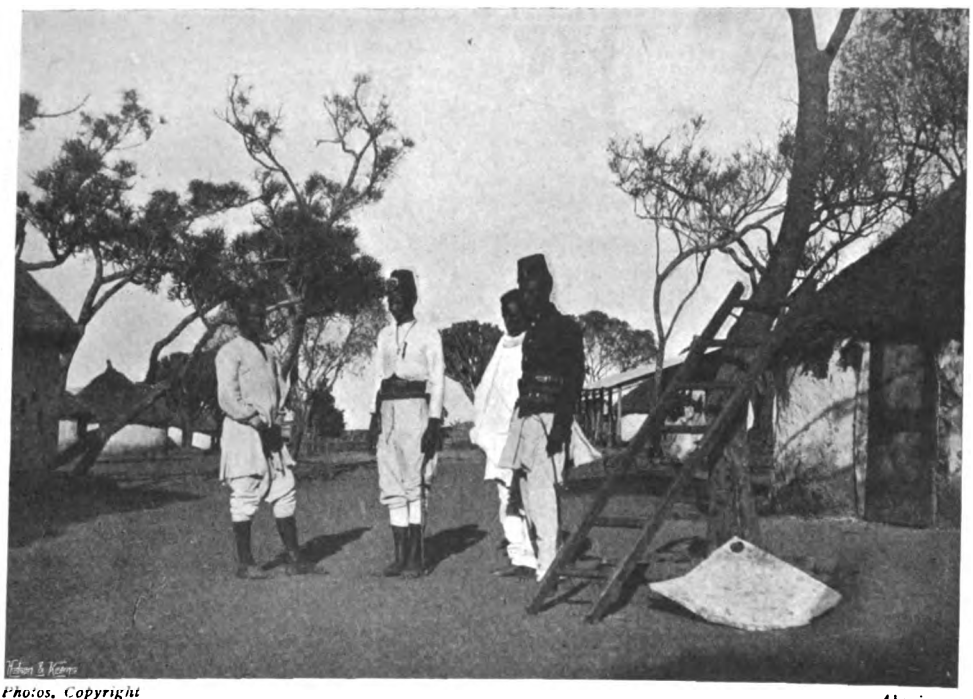
THE ITALIANS IN AFRICA.

The Rise and Fall of a Short-lived Colonial Enterprise.

By H. G. ARCHER.

A WOMAN OF SOGANSITI.

THE European wave which has swept through Africa during the past quarter of a century has engulfed every native state except Abyssinia and Morocco. Abyssinia itself was, until a few years ago, claimed to be within its sphere of influence by one of the Continental Powers, and Abyssinia owes its freedom from an Italian protectorate to its own strength in battle, and not to the good offices of any European nation. It is unnecessary to recall all the circumstances which led to Italy's ill-fated colonial enterprise on the Red Sea littoral, an enterprise which resulted in twelve years of strife, disaster, and huge financial expense, culminating in the tragedy of Adowa. Until the year 1885 Italy had no colonies, but in February of that year she embarked upon a colonising policy by occupying Massowah. Massowah is an island situated at the entrance of a large bay, which forms between it and the mainland a small but secure harbour. It is 330 miles north of the Straits of Bab-el-Mandeb. At that period Massowah was scarcely of less importance than Suakin, being the commercial outlet of Tigré and northern Abyssinia. In 1884 the British Government had decided to evacuate the Soudan, and a difficulty arose about the withdrawal of the more advanced Egyptian garrisons, whose retreat through a country teeming with the battle-drunk Dervish tribes could not, it was feared, be accomplished without disaster. The idea then presented itself to the Anglo-Egyptian military authorities that John, King of Northern Abyssinia, should be approached, with a view of obtaining his permission for those isolated detachments to make a short cut to the coast by passing through his territory, bound for the Egyptian port of Massowah. Accordingly, in 1884 Admiral Hewett conducted a mission to the Negus, with the result that that monarch promised to extricate the Egyptian garrisons in the manner described. This promise was faithfully observed; the Egyptian troops marched through the country of their ancient enemy unmolested, and even revictualled by the way; and when the last Egyptian soldier had sailed from Massowah, the Egyptian Government evinced a desire to evacuate the place. Another problem then presented itself, namely, what was to be the future of the port? The Sultan of Turkey, to whom, as suzerain of Egypt, it would naturally revert, was not prepared to take over the charge of it; we ourselves did not want it; and so the Italians stepped in, the Italian and Egyptian flags being hoisted there together on February 6, 1885. When the terrible catastrophe of Adowa caused Italy's dream of a colonial empire to fade away, England was accused of having egged on Italy to embark on her mad career of colonisation, well knowing the disasters that must sooner or later overtake it. Of course there was no such perfidious intention on our part, but it is quite true that we did encourage Italy to occupy Massowah, inasmuch as the occupation of this port on the Eastern highway by a friendly Power at once relieved our statesmen of the fear that it might get snapped up by one whose Eastern policy must ever be prejudicial to British interests. No European nation raised any objection to Italy having thus obtained a foothold in Africa, but in another, and at that time despised, quarter the arrangement was regarded as a distinct breach of faith on the part of Great Britain. By the terms of the Hewett Treaty, or at least as the Abyssinians understood them, free transit through Massowah to and from Abyssinia for all goods, including arms and ammunition, under British protection, had been promised as a *quid pro quo* for the work of extricating the Egyptian garrisons from their perilous position. As already stated, the Negus had fulfilled his portion of the treaty; but now he found the Italians occupying Massowah, with the natural result that Great Britain was no longer in the position to maintain the promise of free transit. Further, the Abyssinians were not slow to realise that a poor nation like Italy would be certain to levy high duties on the trade of Abyssinia *viâ* Massowah.



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FORT AT ADDI UGRI.

Ascaris of the Military Engineers.

Nevertheless, had Italy remained content with establishing a purely commercial colony at Massowah, all perhaps might have gone well; but wild dreams of an El Dorado to be obtained by annexation were in the air. The Italians soon advanced from Massowah into the interior, and found there a horrid inferno of plains. Farther inland, however, on the borders of the Abyssinian country, lie fertile plateaux, with a lovely climate. No wonder, therefore, that having once left the coast, they should soon have made the latter their objective. The result of this forward policy was that early in 1887 war with Abyssinia broke out. The Italians suffered some reverses, and were driven back to the coast, but, being reinforced to a total of 35,000 men, they recovered their position, occupied territory some considerable distance inland, and commenced the construction of railways. In 1888 desultory skirmishes occurred from time to time between the Abyssinian and Italian troops—for the Negus had refused the proposed peace terms—and a severe disaster befel the Europeans at Saganeti in August. The latter was revenged early in 1889, when General Baldissera occupied Keren and Asinara, shortly after which peace was obtained owing to the following circumstance. Hitherto there had been two Kings of Abyssinia, John, the Negus, and King

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of Northern Abyssinia, and Menelik, King of Southern Abyssinia. In 1889 John was killed in battle with the Dervishes, whereupon Menelik, who had long been consolidating his forces for the *coup*, proclaimed himself monarch of the whole country. The amicable Treaty of Uccialli was at once ratified between the Italians and Menelik, whereby the former abolished their blockade of the coast and established customs and commercial relations with Abyssinia, while Menelik agreed to an Italian protectorate over his territories. At this point the narrative may be interrupted to explain that, until 1885, Italy — having no colonies—had no colonial troops. For the military administration of Massowah, however, a small colonial army of time-expired men was organised, consisting of infantry, artillery, and horse-chasseurs. In June, 1889, a military corps of African natives was also instituted, which, under the command of Italian officers, did excellent service.

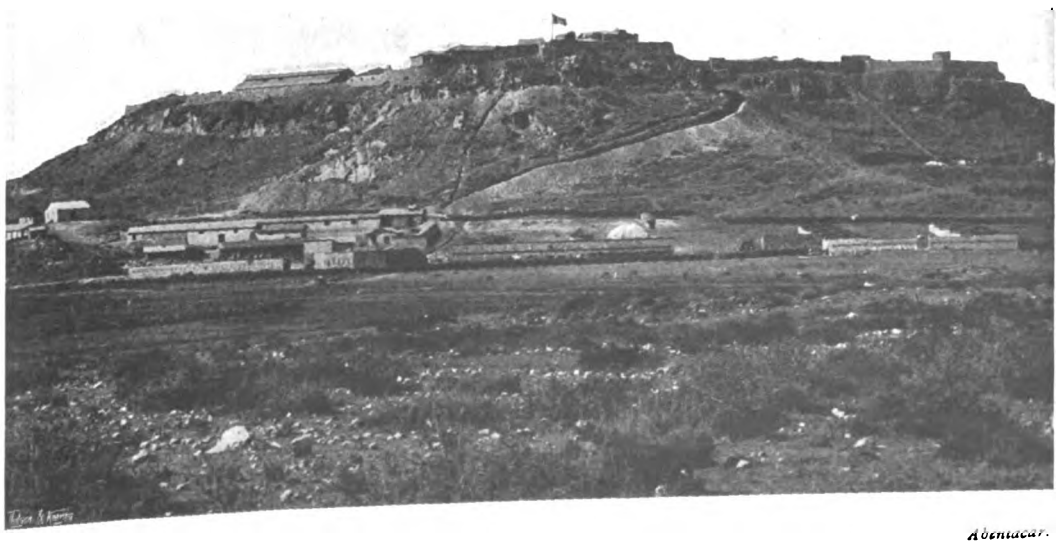
DYAN FANTA AND HIS SUITE.

An important native chief.

After the ratification of the treaty all went happily for a time, and the colonial army was reduced in strength. By various decrees, from 1890 to 1892, the Italian possessions on the Red Sea were combined under the name of Erythrea, the colony extending from Cape Kasar for about 670 miles along the littoral. Erythrea was given the control of its own administration and the management of its own finance, but the glowing accounts circulated by the colonial party about its prosperity were all a sham. In the northern portion no one cultivated the land except for domestic purposes, for the simple reason that agriculture cannot flourish in a country unprovided with water, as is the Red Sea littoral. True, there were here and there a few districts relatively fertile, but even in these it was found that the Italian colonist could not make more than in Italy, while the danger was infinitely greater and the climate more uncertain. Again, minerals do not exist in the country, and the salt works started on the coast failed. In the southern portion, however, the country became more fertile; but somehow or other Italy never appeared to have the time nor the men to develop this country.

In 1891 it was agreed that as a military measure Italy might occupy the town of Kassala—the gate of the Soudan, as the Arabs formerly termed it—which had been captured from the Egyptians by the Mahdi in 1885, till the former were in a position to resume possession of it. The Dervish stronghold was carried by a brilliant assault of the Italian forces under Colonel Baratieri on July 19, 1891, the enemy being driven in full flight right to the Atbara River. Flushed with success, the Italians then picked a quarrel with the Northern Abyssinians over some disputed territory on the border plateaux, and, from 1892 to 1895, General Baratieri inflicted many reverses upon the enemy. In November, 1895, Baratieri incorporated the province of Tigré in the Italian colony, whereupon Menelik, anxious for the integrity of his kingdom and mistrustful of the growing power of Italy, repudiated the Treaty of Uccialli, and gathered his army to help his northern countrymen. An Italian advance guard was cut to pieces at Ambalazi, but, on the despatch of strong reinforcements from Italy, the Negus sued for peace, which, however, the Italian Government declined to discuss.

Many minor engagements followed, and eventually Menelik concentrated his forces near Adowa, where he was at once pursued by the Italians. On March 1, 1896, General Baratieri, with 16,000 men, attacked the Shoan army, 90,000 strong; but the difficulties of the ground enabled the latter to concentrate themselves on the left column, and, the other columns being unable to succour it, a terrible defeat was sustained by the whole force, which lost 9,000 killed and wounded, and all their artillery. This frightful catastrophe, which is of too recent a date to need recapitulation in detail, caused the downfall of the Crispi Ministry, and led to a decision to limit the Italian possessions to the Mareb and the Belesa, to abandon the province of Tigré, and to give up the idea of a protectorate over Abyssinia. A treaty of peace on these terms was signed in the following November, when also the Egyptian Government announced its intention to reoccupy Kassala, which was handed over to Great Britain a year later. In 1897 the Italian Government fully realised that it had embarked upon a task beyond its powers, and with no adequate reward, so the military occupation was then further reduced to a force stationed at Massowah, while the colony was transformed from a purely military one into a civil and commercial one, the remainder of the country being governed by native chiefs under Italian suzerainty. Thus ended in bankruptcy, humiliation, and mourning Italy's dream of establishing a kingdom over the seas. There can be but little doubt that for the disaster of Adowa the late General Baratieri was much to blame. His head had been turned by his previous successes, and he forced the action in order to forestall General Baldissera, who was on his way out to take over the supreme command. Up to Adowa Europeans had been looked upon with respect in Abyssinia. Now, when they had defeated a European Power in fair fight, the Abyssinian people believed that their victory laid not only Italy but Europe at their feet. It was to remove this impression that a British mission, under Count Gleichen, was sent to the Abyssinian Court in 1897.



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FORT BALDISSERA.

Built on an ancient caravan station at Bat-mea.

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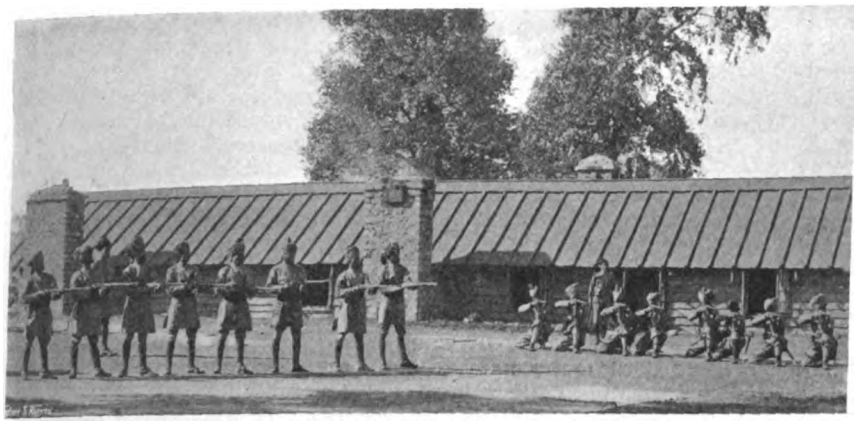
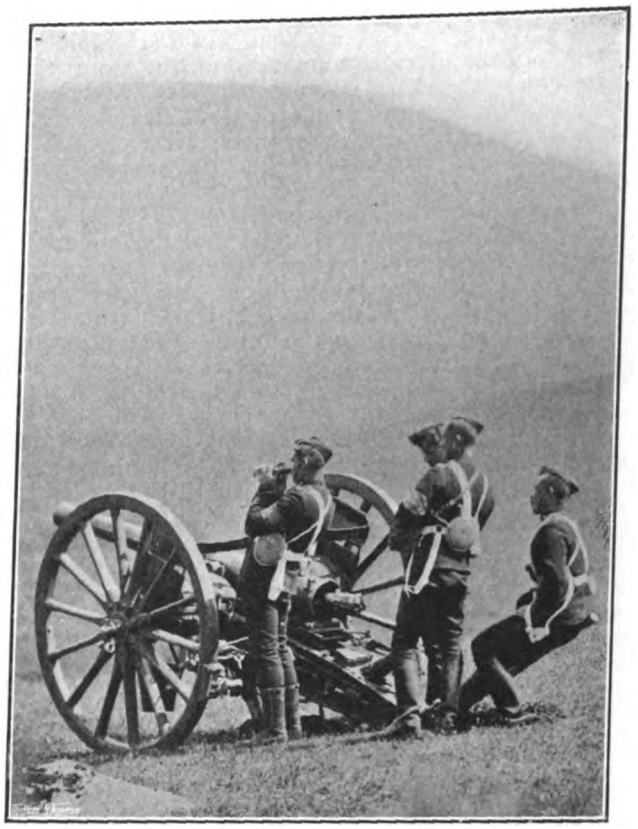


AT SMALL ARM PRACTICE.



SERVING A GUN.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

IT is most earnestly to be hoped that, by the time these notes appear in print, the agitation respecting the execution of Australian officers in South Africa will have spent its force, and that both here and at the Antipodes a judicial frame of mind will have been arrived at in connection with this very sad episode. Gladly would the writer of these notes have refrained from making any allusion to the matter, but there is such a thing as journalistic sense of duty, and this forbids us to ignore a calamity, which, but for the "common sense of most," as Tennyson puts it, might have had an angry and otherwise deplorable sequel. As things are, there is every prospect that on all sides will ensue an harmonious agreement that the incident is best left in the limbo of *choses jugées*, and that the correctness of attitude maintained by all who have dealt with this terrible case has been beyond question. The slight tendency to recrimination observable on the part of Australians who consider that the erring officers ought never to have been selected for any position of responsibility will doubtless pass away, and in the meantime is surely to be deprecated. In such a war as that which we have been waging in South Africa discrimination among points of morality is not always easy, and the authorities are hardly to be blamed for the advancement of men whose real temperament may have been obscured by qualities of undeniable usefulness in the circumstances of a very exceptional campaign.

One of the redeeming features of the episode has been the frank and sensible action of Sir Edward Hutton, commanding the Federal Forces of Australia. An officer in his position might have been excused for waiting until the home War Office had given its account of what had occurred, for there is no question that feeling was running very high in Australia upon the subject, and even such singular popularity as Sir Edward Hutton locally enjoys might have been endangered by his interposition of a purely personal reference to the subject on an important public occasion. But Sir Edward thought differently, and at a notable embarkation of fresh troops for South Africa did not hesitate to express his conviction that the incident would prove a "sad tale for Australia." Of course his conviction was supported by some personal knowledge, but, we repeat, it is not everyone who cares to stem a strong tide of popular feeling by such a pronouncement as this, and both Great Britain and Australia will think the more of Sir Edward Hutton for giving early expression to a very painful fact under such agitating conditions.

The other leading topic of the week in which this is written is Mr. Rhodes's will, which, like his career, is at once profoundly interesting from the standpoint of the writer of these notes, and at the same time rather outside the scope of discussion to which he is necessarily restricted. The sole reference to the Army which is made in this remarkable, and, indeed, historical, instrument is hardly complimentary to the Army, but, from a Service standpoint of view, it is happily qualified by an omission and by further conditions. In relation to one important bequest it is expressly laid down that in order to enjoy it the heir to the estate in question must have served for ten consecutive years in some profession or business other than the Army—a reservation which does not betray any marked admiration on the part of the deceased for the service in which his brothers have achieved very considerable distinction. At the same time the will makes no such reservation in the case of the Navy, and expressly requires the heir to become a member of some Militia or Volunteer corps. This particular request is a purely personal one, and is therefore to some extent beyond discussion, but such publicity has been given to the will, and it is so clear that publicity was courted even for this section of it, that a passing reference to the point noted seems to be called for. The great scheme of Colonial scholarships and the worthy provision made for the maintenance of Groote Schuur as a residence for the Prime Minister for the time being of the Federal Government of the States of South Africa have a broad significance, which it is beyond the purpose or intention of the writer to discuss in columns primarily devoted to Colonial Naval and Military interests.

Doubling back from South Africa to Australia, it is interesting to learn that Sir E. Hutton has now sketched out a complete form of organisation for each of the Federal States, and has explained to the authorities the basis on which he proposes to establish each arm of the defence force. He indicates that, while the utmost economy will be studied, no decrease of pay is contemplated, and here we feel certain that he is on very safe ground. The temptation is great in connection with all schemes of Army reform to make things fit in handsomely by an occasional retrenchment which is likely to appeal to the majority, especially of taxpayers, but which presses hardly upon the individual. To give way to this temptation is to win a little present popularity at the cost of a good deal of future efficiency, for not only is individual discontent aroused, but the seeds are sown of a distrust and a tendency to look at patriotism in a spirit of questioning commercialism which are by no means favourable to soldierliness, especially in a Colonial community.

That the Government of the Commonwealth are not likely to treat the matter in a niggardly fashion has already been pretty clearly demonstrated. But additional testimony in this direction is forthcoming in connection with the Bisley meeting in July. Lieutenant-Colonel Davies, the honorary secretary to the Commonwealth Council of the Rifle Association of Australia, has written to the National Rifle Association to say that the Commonwealth Government have decided to place £2,000 on the estimates in order to send an Australian rifle team to compete for the Kolapore Cup. It is recalled that Victoria in 1897 carried off this trophy with a score of 751 out of a possible 840, and was second in the following year. This will be the first time that Federal Australia has been represented at the Bisley meeting in one team, and last year no Australian teams were present, owing to the absence of all the best marksmen at the front.

It is understood that Canada, the Cape, and Natal will probably send teams, and presumably out of the 100 Indian Volunteers who are coming over for the Coronation, a team will remain over for the Bisley meeting. A correspondent of the *St. James's Gazette*, who gives this information, adds the interesting statement that even Demerara has been asking

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whether it might send a team. As the whole colony of British Guiana does not contain much more than 5,000 Europeans, other than Portuguese, this must be regarded as a distinctly sporting suggestion, which deserves, and will doubtless receive, every encouragement.

Canada always looms large on the Imperial horizon, and of late the part which Canadians have been taking in the maintenance of the Imperial Idea has been a singularly brilliant one. The other day the New Zealanders displayed, in connection with the driving operations directed against De Wet, a gallantry which forced the admiration of the civilised world. In the recent battle with Delarey the Canadian forces had another turn. The Canadian Rifles especially distinguished themselves, and one party under Lieutenant Bruce Carruthers held their post until every man was killed or wounded. As in the case of the New Zealanders the tidings of this gallant stand not only aroused the greatest enthusiasm in the Dominion, but stimulated the warlike fervour to such an extent that the difficulty in connection with the fourth contingent now being raised will be, not to find the men, but to formulate restrictions such as will justify the rejection of men who would be welcome additions to any army, at any rate on the score of physique and general usefulness.

It is satisfactory that the anticipated appointment of Lord Dundonald to the command of the Canadian forces should have been realised, and still more satisfactory that, before a definite decision was made, a thoroughly good understanding should have been arrived at between Lord Dundonald and the Canadian Ministers. "So far as his power extends," says an evidently well-informed authority, "Lord Dundonald will be found eager to co-operate in any measures of co-ordination between the Canadian and British forces to which the Canadian Ministry may assent, for he is profoundly impressed with the fact that only by the aid of voluntary forces can the defence of the Empire be adequately secured." There is much that bodes well for the future military efficiency of Canada in the appointment of a man like Lord Dundonald to the command of forces which will appreciate to the utmost his several and various claims to their respect and regard. An ex-commanding officer of Household Cavalry who is a clever inventor, who has led an irregular brigade of cavalry with brilliant success in the field, who is a firm believer in the citizen soldier, and is the bearer of an historic and noble name, will emphatically be the right man in the right place as a military head in the colony that gave us the heroes of Paardeberg and the Hart River.

AUSTRALIAN SOLDIERS.

WE are not informed as to what is to be the establishment of the Military Forces of our new Commonwealth. The question is probably being considered for submission to the Home Authorities by those whose duty it is to regulate such affairs. The Army of Australia is not a thing of to-day. The men composing it have for years attracted the admiration of their fellow-countrymen, and the formulation of a scheme by which the forces of the Commonwealth can be brought to a harmonious whole will be watched with extreme interest. It makes an old soldier's mouth water to hear of "partially"-paid regiments the men of which receive eight shillings a day as private soldiers. This would be very full pay indeed as wages go in England. Most of our officers have to serve on little over half this sum when they begin their career of glory. Our Colonial correspondent tells us, however, that this "partial" payment is only given for "whole day parades," while for half a day, the private soldier has to be contented with four shillings. Many things have to be taken into consideration in regulating the soldier's pay: First the high rate of wages prevailing in the Australian colonies; secondly, the fact that these soldiers of the 1st, 2nd, 3rd, and 4th Regiments of the New South Wales Infantry have other occupations than that of soldiering; finally, that the provision of men necessary for the defence of the flag has to be secured at whatever cost may be necessary.

Each of the fine infantry regiments which represent New South Wales consists of ten companies. The headquarters of the 1st and 2nd are at Sydney, those of the 3rd at Richmond, while the 4th are at Newcastle. Figures representing their musketry practice are not to hand, but it is stated that special attention is paid to their musketry training, and that they have attained a very high state of efficiency as marksmen.

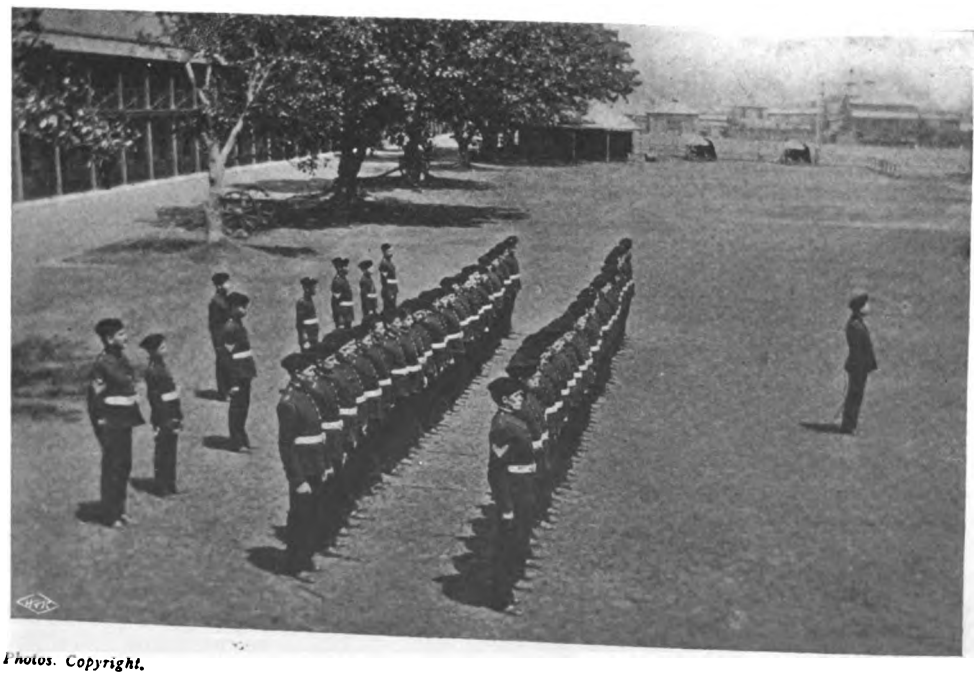
In the picture of David and Goliath we see two typical Englishmen. In this instance David is not taking the range of Goliath with a view of laying him low. The smiling David is more probably thinking of emulating the glories of his father than of the actual prospect of "stretching" a giant.

The view of the unarmed company shows some stalwart men of whom any country may be proud. They have probably assembled before the issue of arms. The duty of recording the number of each weapon, and the name of the man to whom it is handed, is a very important one. When corps are not permanently embodied, the performance of this duty takes a considerable time.

The discipline of the Australian troops differs in many particulars from that of the home army. The permanently embodied troops are kept up on the lines of the old country, but a considerable amount of freedom from what may be called the irksomeness of discipline has to be allowed to the corps who are only temporarily embodied. The freedom of colonial life is antagonistic to the necessities of the home barrack-room. Nevertheless, both roads lead to the same goal.

GOLIATH AND DAVID.

Colour-sergeant and bugler.



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A company parading without arms.

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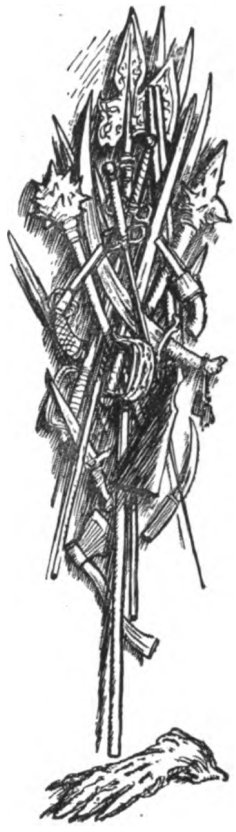
TAMMERS' DUEL.

By K. & HESKETH PRICHARD.

"STAND TO YOUR WORK AND BE WISE—CERTAIN OF SWORD AND OF PEN,
WHO ARE NEITHER CHILDREN NOR GODS, BUT MEN IN A WORLD OF MEN."



SYNOPSIS.

THE writer, Mr. Anson, meets Tammers at the Hotel Soleil Levant, St. Helier's, Jersey. Tammers has knocked about the world a good deal and made a fortune, which he is now engaged in enjoying. Anson meets an old friend, Major Algar, and later hears two foreigners discussing a duel. One of these gentlemen has evidently been forced to leave France on account of the scandal attaching to the duel. During dinner at the hotel, Tammers expresses his views on duelling and gives a very decided opinion about the duel fought lately in France, where a young Englishman, who knew nothing of fencing, had been killed by a noted duellist, Count Julowski. One of the foreigners resents this amid general consternation. Julowski is reported to be as deadly a shot as he is a swordsman, and the chances are that he will challenge Tammers. The captain of the steamer from France explains that the foreigner is Count Julowski himself; that he is the hero of forty-nine duels and a most dangerous antagonist; and is further of opinion that Tammers must fight him. The Count sends a challenge, and Tammers agrees to fight him, stating that the weapon chosen by him is the assegai. Count Julowski declines to fight with assegais, giving as a reason that he would degrade himself in using the weapon of a savage. Anson is requested to have him informed that unless he does fight he will be kicked, and thereupon the duel is arranged for the next morning. At five o'clock in the morning the principals and seconds meet. The duel commences, and although Count Julowski proves himself to be no mean antagonist, Tammers' experience amongst the Zulus places the life of the Count very quickly at his mercy. Tammers declines to take it, but wisely considers that the Channel had better be between them.

CHAPTER XVII.

GOOD-BYE.

BY 7.50 we were on board the Southampton boat. The tide was volleying through the narrow harbour-mouth in heavy, ten-foot swells—now bursting up to the XXX of the big black Roman numerals that serve as tide-marks on the pierheads, then slavering in a line of creamy foam along the XX. A gale from the south-west cut off the smoke at right angles with the funnels, and the "St. Ouen" groaned and bucked at her cables by way of earnest as to what we might expect later from the rougher handling of the open sea.

Never had the life and everyday bustle of the piers seemed so interesting to me. I felt that to remain and watch would have afforded me a quite extraordinary pleasure. I knew the subsequent routine very well by this time—the mixed crowd, packed together at the point of the pier, groups waving handkerchiefs, loiterers, who always pushed eagerly to the front rank, sailors, harbour officials, and a redcoat or two to lend a touch of vivid colour. Presently everyone would begin to turn homewards, and a black, broken chain of carts, omnibuses, carriages, and pedestrians would thread itself along the pier and round the curves of the old wharves under the grey and green mound of the fort toward St. Helier's, while the diminishing hull of the outgoing mail plunged away out of sight round the dark head of Noirmont.

I pictured all this as I stood on the bridge with Tammers. We had purchased our tickets at the little sentry-box on the pier and seen our luggage stowed away, and there was little left for me, at least, to do but to contemplate the immediate future, which, somehow, did not afford me unmixed pleasure.

"Dirty weather and a nasty cross-current between the islands," suggested Tammers, cheerfully, lighting one of his favourite cigars and offering me another.

But I said that, on the whole, I preferred a cigarette just then. I also took the precaution to go below and secure a berth in the position I believe to be most efficacious, in view of possible contingencies. Every man who goes down to the sea in ships and is apt to feel unequal to facing a meal of ham and eggs in bad weather holds an opinion on this point. I won't intrude mine here, because I never knew any theory, when put to the test, prove of the slightest practical value.

When I returned to the deck Tammers was talking to the captain of the steamer.

"Spring tide?" asked Tammers.

"The highest tide of the year," replied the captain.

"There'll be a tidy back-wash from the big rocks and islands, you bet," remarked Tammers to me. "It'll be as lively as quadrilles going over. What time do you reckon to be in, sir?" he enquired, turning to the captain.

The captain looked at him. If I had asked the same question I am sure I should have received the stereotyped reply of the hour named in the guide-books—4.30. To Tammers he answered that we might think ourselves jolly lucky if we got in by seven o'clock.

Then he left us, for the final turmoil of the departure had set in. The siren screamed at intervals, a hoarse voice shouted, "All for the shore," and a little bell began to tinkle sharply, when I saw the blue coat and gold-banded cap of Captain Hilton of the French boat.

He stood close by the side, and his eyes looked the question it was too late to answer by word of mouth. I tore a page out of my pocket-book and scribbled a line on it:

"Tammers licked the Count with assegais. Ask Algar to tell you the story; it's worth repeating."

I was resolved that Tammers' victory should not be a barren one. I flung the paper across to Hilton just as we backed from the pier with fans of angry spray fluttering out at our stern.

I saw Hilton read and then wave his cap triumphantly in the air towards us. Tammers did not notice this, being engaged in unfurling and flapping a big white handkerchief in cordial farewell to the crowd. As we pitched and dipped out past Elizabeth Castle he proposed that we should go to the smoking-room, as the decks were wetting.

When we reached Guernsey he went down to a *tête-à-tête* breakfast with the captain, while I stayed on deck watching the flying gleams of sunshine on cliff and sea. After that I recollect very little till we passed the Needles, but as we entered Southampton Water the wind dropped, and we slid softly along between the low, indrawing shores.

Tammers and I sat together in the stern, and I helped myself from a fresh bundle of the yellow-ribboned cigars.

He told me that he meant to go back to the Black Badger at Portsmouth, and invited me to accompany him.

I expressed my regret that as I was still at a very early stage in the process of making my fortune, I could not spare the time.

"Where's your burrow?" asked Tammers.

I told him.

"I'm going on to London some time, and I'll ask for you," he said, as he pocketed my card.

At Southampton we shook hands, and he thanked me again for what he was pleased to call my valuable assistance. Then we parted with expressions of mutual regret.

As the train moved off, I saw Tammers still in the Custom House. An official was engaged in searching the carpet bag for contraband goods, and Tammers was superintending the operation.

Somehow I came to the conclusion that Tammers would very likely be more than a match for the official, and that the duty on the various packages of tobacco and cigars which he had transferred to the pockets of his ulster before leaving the ship would never go to swell the revenues of his country.

And now Tammers is a memory, met only in my dreams, where, in one hazy muddle with the lean Count, De Boivet, and the melancholy captain, he does extraordinary things.

I have not heard of him since. Perhaps he is still at the Black Badger. He said we should meet again. I wonder? Sometimes I think we shall.

THE END.

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DRESS REGULATIONS FOR ARMY OFFICERS.

THE instructions recently promulgated by Army Orders of January 17 and February 1 comprise the most radical alterations in the dress of Army officers which have appeared for many years. Whole paragraphs and pages and many of the plates of the "Dress Regulations for the Army, 1900," have been cancelled, and it may be confidently predicted that the new volume, when it appears, will be of greatly curtailed dimensions.

The principal alterations in the full dress are the abolition of gold lace on trousers and pantaloons, and of distinguishing marks of rank so far as they are shown by the lace on the sleeves and collars of tunics. The infantry full-dress sash is also done away with, and the crimson silk sash directed to be worn round the waist instead of over the shoulder.

As regards the service dress, the material is serge, and the colour may be described as a brownish drab. There is nothing very remarkable about the cut of the jacket, which appears to be a comfortable garment, with ample pocket accommodation, but distinction marks of rank have been entirely changed and those of corps considerably modified.

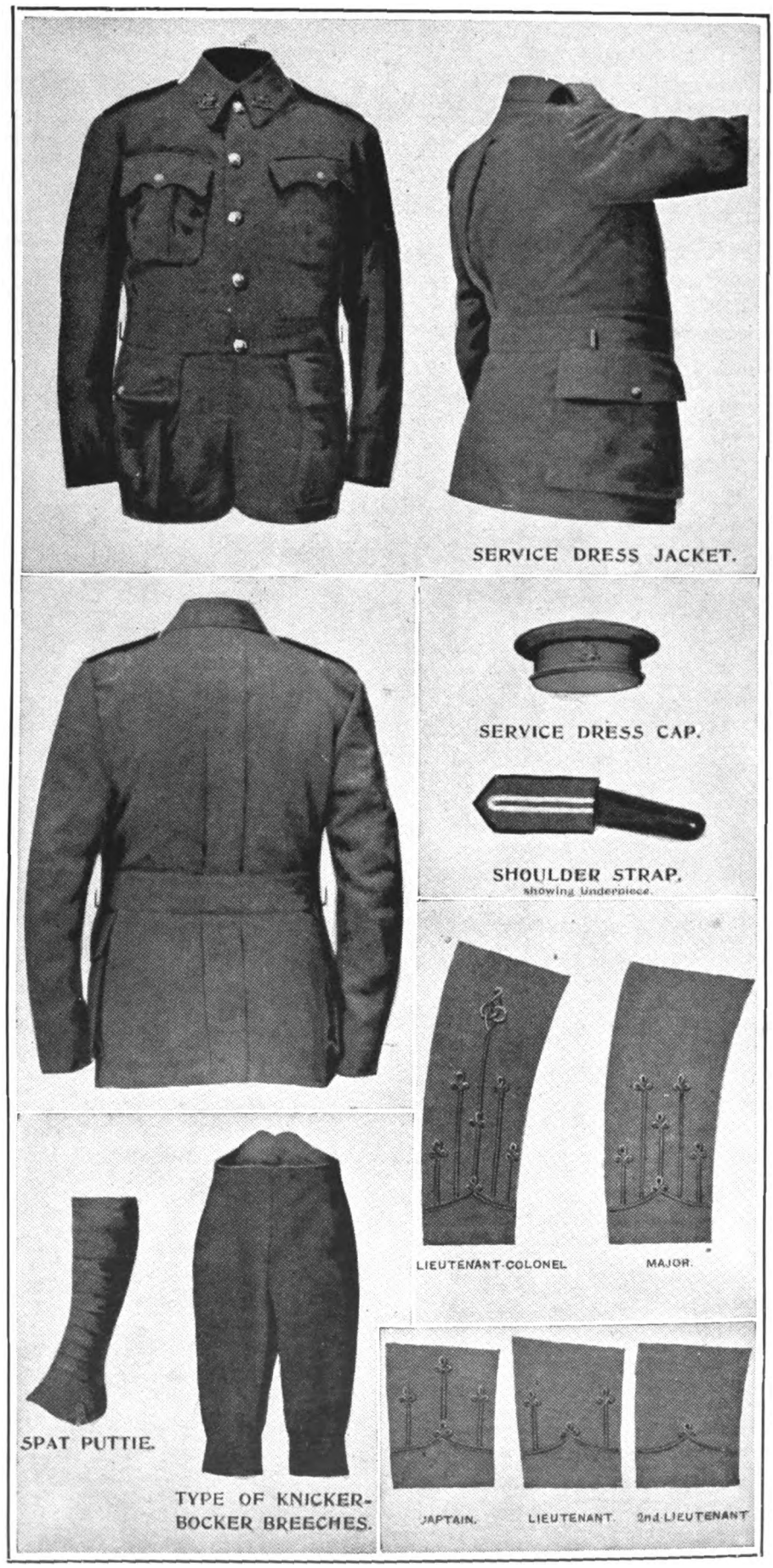
Rank will now be shown on the sleeve by a gradually increasing amount of braid or cord of the same colour as the jacket, or very nearly so. But this change does not apply to the Staff, who continue to wear the rank on the shoulder-straps as before. The different arms of the Service and the several corps and departments have each their distinctive shoulder-strap, varying in colour and readily distinguishable, while regiments are further identified by the badges on the collar of the jacket.

For dismounted officers, knickerbocker breeches and woollen spat putties are introduced for the first time. Brown leather leggings of a new pattern with stud fastenings will be worn by the regimental mounted officers, the Staff adhering to the "helical strap" fastening.

The head-dress for home wear is a staff pattern cap of the same drab colour, of waterproofed cotton material; and abroad, the "Army Pattern" felt hat, with distinguishing corps or regimental badges in either case.

The buttoned-up mess jacket and waistcoat are abolished. This chiefly affects the cavalry, Royal Artillery, and Royal Engineers, as nearly all the infantry regiments now wear the new roll-collar jacket. Some minor alterations will, however, be necessary in their case, too, as all gold lace, braid, piping, and buttons on the jacket are prohibited.

The colour of the jacket and waistcoat will be that now worn, the collar and cuffs the colour of the facings. There are a few exceptions. Thus the Artillery, who wear a tunic with red collar and blue cuffs, will have their facings reversed on their mess jacket; the red waistcoat of the Royal Engineers is changed to blue; and certain cavalry corps, who have not hitherto worn a mess waistcoat, will now have to add that article to their kit. The Household Cavalry, therefore, remain the sole wearers of the buttoned-up mess jacket.



THE NEW SERVICE DRESS FOR OFFICERS.

The new frock-coat for general service is of a pattern similar to that now worn by the Staff, but differs from it in having six buttons in each row in front instead of eight, while the rows are not so convergent, the top pair of buttons being nearer together and the lower pair further apart. The shoulder-cords are cloth instead of gold lace, the sleeves plain with two buttons, and regimental badges are worn on the collar.

The Staff pattern forage cap has been introduced for general service. Dragoons wear a band the colour of their facings; Hussars are recognised by red caps (crimson in the 11th, scarlet in the 15th); Lancers by coloured welts on the quarter seams (the 12th wear a red cap also); Royal Regiments of Infantry continue to wear the red band; Light Infantry and Rifles green caps with distinctive black bands.

The cape is apparently abolished, and the colour of the great-coat will be drab in future, the material waterproof cloth. The shoulder-straps follow those of the service jacket, but (presumably) the rank will be worn on them. A pleat down the back and inside patch pockets are new features in the cut of the garment. It will be noted that Army chaplains' uniform is entirely done away with.

COMMENTS.

On examining these new regulations in detail it must be admitted that economy to the individual officer will result. If the intention is that the full dress be no longer worn on parade, a fruitful source of expense will be removed. If the special mixture serge be indeed equally serviceable for wear at home or abroad, much will have been gained. The general principles involved appear quite sound. A handsome full

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dress for ceremonial, a neat, distinctive dress for barrack and other non-parade duties, and a strong and serviceable dress for drill, manœuvre, and active service should satisfy all reasonable requirements. Previous orders had already relieved the staff officer from the necessity of procuring a complete new outfit, down to great-coat and spurs, when appointed to a five years' staff billet.

There will be a great reduction in the outfit expenses of officers hereafter appointed to first commissions, and although it would appear that those already serving will require many new articles of clothing and equipment, it will be found that most of those in present use ordered to be "abolished forthwith" need no replacing, while many others which have become obsolete can be retained until January 1, 1906.

The straggling or "diffused" pattern of the sleeve badges of rank on the new field service dress has been probably adopted with a view to rendering them unrecognisable at a distance. A "massed" pattern of sleeve badges like that worn by the Royal Navy is said to be very conspicuous and to lead to casualties. It is not so easily understood why the old shoulder badges are retained for the Staff, who are, or should be, readily recognised by their shoulder-straps. And this applies with even greater force to the dress tunic, where the objections to "massed" rank distinction do not apply, as the garment will not be worn under fire. In the latter case a plain chevron of flat lace for the second lieutenant, with a simple progressive addition for each rank, would be suitable.

We have not yet attained uniformity in the method of showing rank throughout the Service, though this will be admitted by most to be desirable. The shoulder badges of rank are hardly distinctive enough, and are the despair of the sentry anxious to pay the proper compliment, but too often unable to do so.

Some minor alterations and additions may probably be looked for. It could hardly be expected that every detail of a scheme involving such important changes could be foreseen, and some are necessarily dependent upon practical experience. It is impossible to please everybody; but there is little doubt that these new regulations will, on the whole, prove a benefit to officers, and will be admitted as such by the majority, if not now, later.

NOTES & QUERIES AFLOAT & ASHORE.

J. W. NEWTON.—Your question is wanting in details. You do not give the rank of the officer, nor do you specify in which branch of the Service he is. To answer your question generally, an officer's pay does cover his mess expenses. Let us take the pay and expenses of an officer in his first year of service. His daily pay for that year is, according to his regiment, as follows: Household Cavalry, 6s. 8d.; Foot Guards, 5s. 3d. (with £70 per annum Guards' pay); cavalry, 6s. 8d.; infantry, 5s. 3d.; Royal Horse Artillery, 7s. 8d.; Royal Field and Garrison Artillery, 5s. 7d.; Royal Engineers, 5s. 7d. (with 2s. a day Engineers' pay). Now let us look at the debit side. According to the King's Regulations, the following subscriptions must be paid to the Regimental Mess Fund: A contribution of thirty days' pay on first appointment, a yearly subscription of eight days' pay to be charged in advance in quarterly payments from the date of appointment, and an extra subscription, covering all incidental mess expenses, not exceeding 15s. a month. The average cost of messing is about 4s. a day, which sum includes the charge for breakfast, lunch, and dinner, but does not allow for wine or beer. The account works out as follows:

365 days at 5s. 3d. a day ...	£95	16	3	365 days' messing at 4s. a day	£73 0 0
				Sub. of 30 days' pay ...	7 17 6
				,, 8 days' pay ...	2 2 0
				,, 15s. a month ...	9 0 0
	£95	16	3		£91 19 6

Thus, if your subaltern is a teetotaller he will have £3 16s. 9d. over when his mess bill is paid. Of course, the subscription of £7 17s. 6d. only occurs in his first year, and though his pay increases with promotion his mess expenses need not do so. Each year, therefore, the expenditure is more easily met.

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H. WOOD.—You are not quite explicit enough as to what kind of clerkship you wish to obtain. In the Army the military staff clerks are all non-commissioned officers, there being no post of the kind open to civilians. In the Navy there are two examinations a year for assistant clerkships. Candidates must be over sixteen and under eighteen years of age on July 15 for the examination in the previous June, and on January 15 for the examination in the previous November. The examination consists of two parts—(*a*) Test, and (*b*) Voluntary for competition. The test examination comprises writing from dictation, writing a letter from dictation, writing the substance of a chapter read out, taking into consideration the time in which the exercise is performed; French, reading and translating from French into English and from English into French, and grammar; arithmetic (especially simple and compound addition, with a time limit); modern geography and English history, and Scripture. The voluntary subjects are as follows—Elementary mathematics—viz., algebra, including quadratic equations and problems, producing them, and the first three books of Euclid; Latin (translations of passages from books usually read at schools, and translations of English into Latin, and grammar); German (as in French); elementary physics—viz., chemistry, heat properties of solids and fluids, electricity, and magnetism; drawing, freehand and from models; and shorthand. Only three of these subjects may be selected, unless drawing be one, when four may be taken. For further particulars you should consult the Quarterly Navy List. The pay of an assistant clerk is £45 12s. 6d. a year. After a year's service he becomes a clerk with £73 a year. At the age of twenty-one he becomes an assistant-paymaster with a salary beginning at £91 5s., and rising to £209 17s. 6d. Later on, if promoted to be paymaster, the man's salary begins at £255 10s., and rises according to length of service to £602 5s. These clerkships are quite distinct from appointments as clerk in the Admiralty. Clerkships at the War Office and Admiralty come under the head of the Civil Service.

* * * *

"CAVALIER."—For recruiting purposes our cavalry regiments are grouped into four corps, viz., the corps of Household Cavalry, consisting of the two regiments of Life Guards and the Royal Horse Guards; the corps of Dragoons, composed of the seven regiments of Dragoon Guards and the three Dragoon regiments; the corps of Lancers, which consists of the six regiments of Lancers; and the corps of Hussars, comprising the twelve Hussar regiments. A recruit cannot enlist for a particular regiment, but must enlist for the corps of which that regiment forms part, and is legally liable to serve in any regiment forming the corps; but in practice he is posted to the regiment he wishes to serve in, and, so far as the exigencies of the Service permit, is allowed to continue in it. The cavalry have no territorial connection like the infantry regiments. A regiment is organised in three service squadrons and one reserve squadron, which does not go on service.

"VITA BREVIS, GLORIA ÆTERNA."—Your thirteen medals are not a bad nucleus for starting a collection, though there are no really rare ones among them. I will deal with them as you have numbered them: (1) "Army General Service medal, 1793-1814," issued in 1848. No medal was issued without clasps, so those belonging to your medal have been lost. As it was issued to a man of the 27th, it probably originally had one or more of the thirteen clasps gained by the regiment. (2) A 95th Waterloo medal is common, as the regiment had three battalions engaged. For its splendid services at Waterloo the regiment was taken out of the "line" and made the Rifle Brigade. (3) The Ghuznee medal is a good one. It was issued without name, though recipients very often put the same on the field at their own cost. (4) China, 1842, is a good medal, and very interesting, as it was the first issued with the Queen's head. (5) Afghanistan, 1842, with "Cabul," is not rare; but (6) this one with "Candahar," "Ghuznee," "Cabul," is a good one. (7) The Sutlej was the first medal given with clasps, but only for second or subsequent actions, the name of the first action being put in the exergue. (8) Also a Sutlej medal, for Moodkee, where the recipient was probably wounded, otherwise, if he had gone through the campaign with his regiment, the 3rd Light Dragoons, the medal would have clasps for "Ferozeshuhur" and "Sobraon." The Sutlej medal is generally considered to be W. Wyon's finest piece of work. (9) This is the "Navy General Service, 1793-1840," corresponding to the "A.G.S.," the first on your list. The "Navarino" clasp is a fairly common one. (10) This Crimean medal is a Navy one, as they were, as a rule, issued without name of recipient or ship. The medal was issued in many cases without bars. (11) Turkish Crimean. The Turkish medals were inscribed "Crimea, 1855," "La Crimèe, 1855," or "La Crimea, 1855," according as to whether they were intended for English, French, or Sardinian recipients respectively. The ship that had the greater portion of the English medals on board was, however, wrecked, and the medals were issued indiscriminately, many of our men receiving the French or Sardinian medal. (12) This is the "Mutiny" medal, with the clasp given to the force under Lord Clyde that finally relieved Lucknow. (13) This is the "India General Service, 1854-1894," with the "Pegu" clasp, given for the first campaign for which the medal was issued, viz., the Burmese War of 1852-53.

* * * *

"PENSIONS."—The custom of granting a pension or gratuity to officers for wounds, known in the Service by the name of "blood money," was established by a Royal Warrant dated January 1, 1685. By this warrant it was ordered that the amount payable should be according to the officer's "quality or degree," and whether he belonged to the Guards, Horse, Foot, or Dragoons. It was a lump sum and not a pension, and was equal to a year's pay when the wound caused the total loss of a limb or eye or was certified by the "Chirurgeon-General of the Forces" to be equivalent thereto. A proportionate sum was paid for lesser injuries. Non-commissioned officers and men wounded were to be provided for in Chelsea Hospital or to receive out-pensions, varying from 5d. a day for a "private soldier" to 1s. 2d. for a "master gunner," and 1s. 6d. for "one of the troop of Guards" or a "corporal of the Light Horse." Eleven months' pay was granted to the widow of anyone killed in action, and one-third of this amount to each orphan.

* * * *

"CLERICUS."—Chaplains have been recognised in the Army from the very earliest days of our standing Army. In the Articles of War for the year 1663 it was ordered that the chaplains should read Morning Prayer daily, with a sermon on Sundays and holy days, and the troops were obliged to attend under a penalty for absence. Chaplains were at first appointed to every regiment, and the appointment usually lay with the colonel. They received a commission, by which they were bound to obey their superiors and the Articles of War. For "neglect of duty" they were liable, for the first offence, to forfeit half a week's pay, for the second a week's pay, and for the third to be cashiered. The office of Chaplain-General dates from 1796, and the present Chaplains' Department resulted from a Royal Commission which was held in 1809 on the representations of the then Commander-in-Chief, the Duke of York. The term "lance-corporal" comes from the Italian "lancia spezzata," meaning a broken lance. The term originally denoted a trooper who had become non-effective by the loss of his horse or arms, and who, in consequence, was "broke" from the cavalry and served in the infantry till he could replace his loss. Meanwhile, he received higher pay than the infantry, and was, therefore, looked on as superior to them, and so became an assistant to the corporals, from whence came the rank and title of lance-corporal.

THE EDITOR.

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THE "BIRD-CATCHERS'" BANDMASTER.

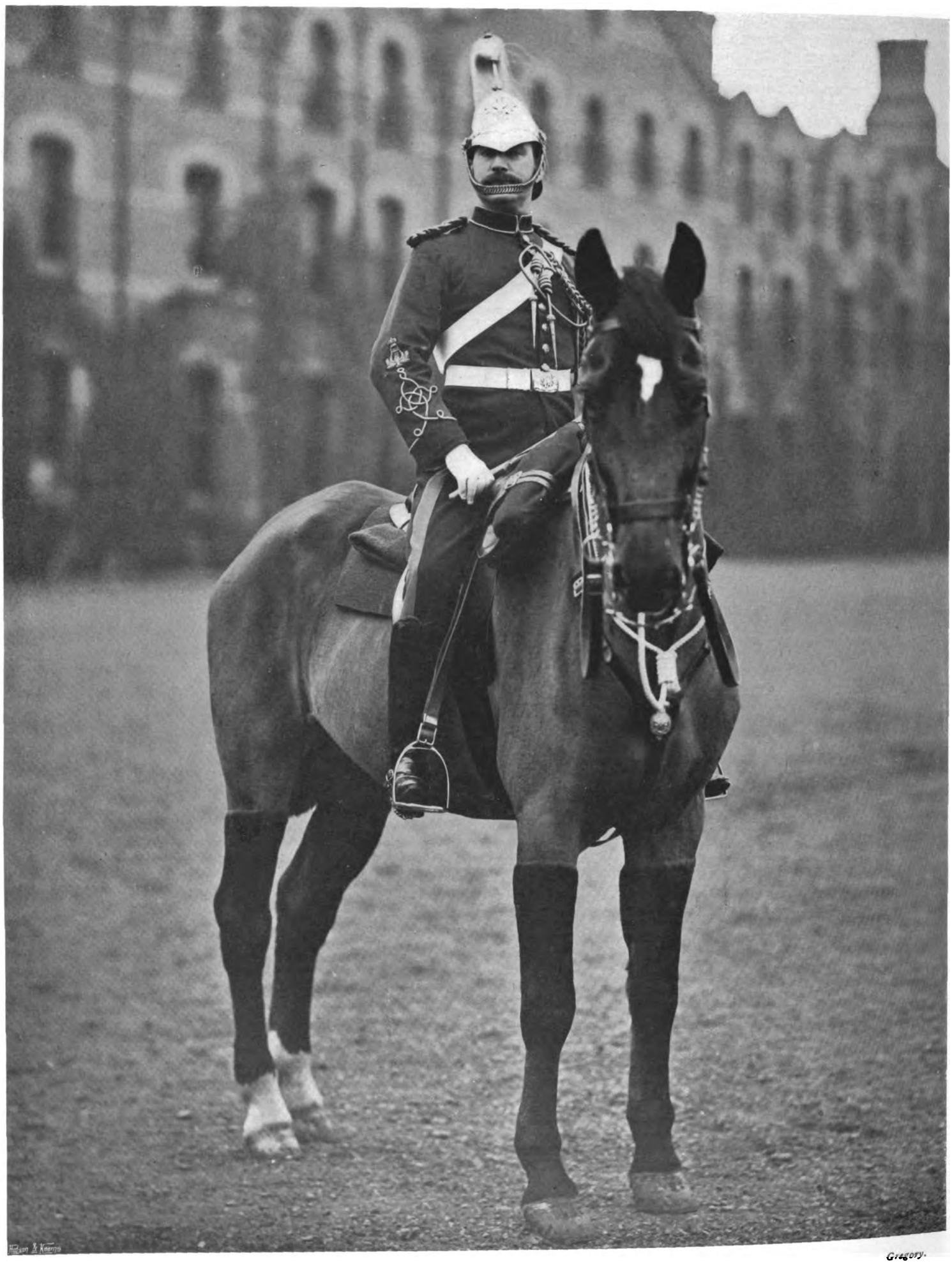

Photo. Copyright. Gregory.

READY FOR CEREMONIAL PARADE.

The bandmaster of the 1st (Royal) Dragoons.

The crest of England within the garter is one of the proud badges of "the Royals." The warrant officer in the picture shows himself fully conscious of the honour of wearing this distinction. The eagle which the regiment bears among its honourable distinctions is commemorative of the capture of French Eagles at Waterloo. Of course the British soldier must find some unsentimental nickname to express his appreciation of gallantry. "Eagle-capturer" would be quite too high-falutin' for Thomas, hence "Bird-catcher." The bandmaster is generally a proud man when he attends parade. The kettle-drummer is usually considered by the female spectators the most warlike hero on ceremonial occasions, but the bandmaster runs a good second. The bandmaster generally pays more attention to music than to "swagger."

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POTENT AND FAST.

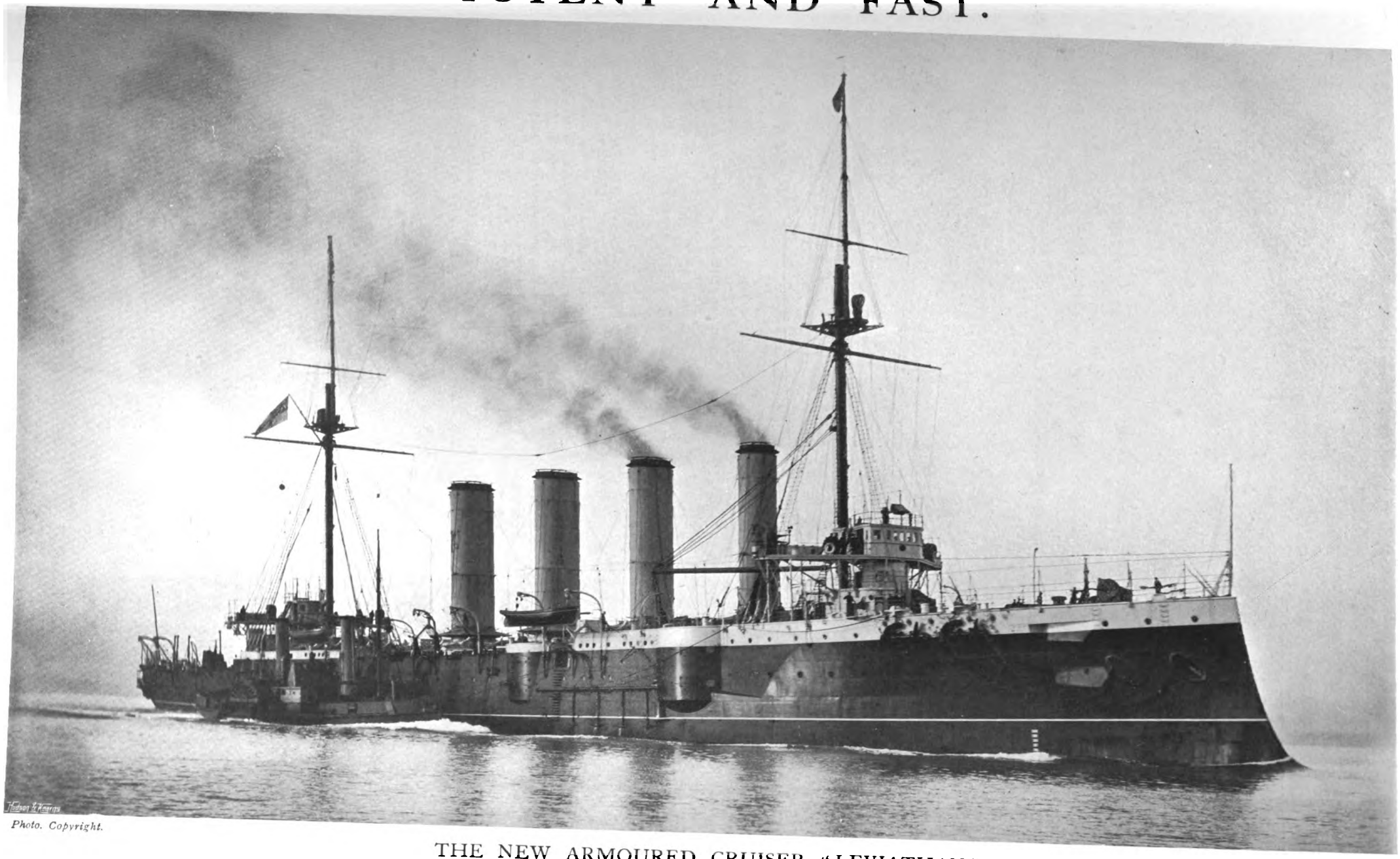

Photo. Copyright. Cozens.

THE NEW ARMOURED CRUISER "LEVIATHAN."

Now being completed at Portsmouth.

The "Leviathan" belongs to a useful group of ships. She is one of the "Drake" class of armoured cruisers, and is now being completed for sea at Portsmouth after having been built at Clydebank. She is of 14,100 tons displacement, and has a water-line armour belt, while her two 9·2-in. guns are placed in armoured barbettes, and her 6-in. quick-firers are also well protected by armour. On her journey from the Clyde to Portsmouth she easily maintained a speed of 19 knots, but it is anticipated that she will be capable of a continuous smooth-water speed of 21 knots, while a speed of 23 knots is to be maintained for eight hours on contractors' trials with natural draught. Altogether the "Leviathan" and her three sister ships—whereof the "Good Hope" is one—will be exceedingly formidable fighting craft, and a great improvement on the old "protected" cruisers.

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THE ROYAL DOCKYARDS.

By JOHN LEYLAND.

Chatham.—III.

THE great extension of Chatham Dockyard initiated in 1853, when the Admiralty purchased the whole of St. Mary's Island, gave us the establishment as it exists to-day. It was not, as has been explained, until 1856 that the actual work began, which, continuing for eighteen years, resulted in a large tract of marshy land being reclaimed, and the site covered with the immense repairing, factory, and fitting-out basins, the large new docks, and the great shops and factories which now stand adjacent to them. The long river frontage of three and a-half miles, and the large acreage included, speak of the change which has passed over Chatham Dockyard. The old establishment still exists, however, with some modifications from its former state, and possesses its old wooden slips and docks. There are four iron slips dating from about forty years ago, and the old saw-pits are there, with other evidences of the Navy in the early part of the last century and the century before. The fine figure-heads which are illustrated indicate how the evidences of the past are treasured at Chatham, and it would have been a pleasure to describe some other relics of the place. Before we pass on, however, it may not be without interest to mention the discovery of a vessel some 36-ft. below the ground level, made a few years ago when the excavation for the present basins was in progress. There can be little doubt that this was one of the Dutch ships which made the raid up the Medway in 1667. She stood upright in the mud, still possessing her guns and large quantities of shot in her lockers, many of which relics have their place in the dockyard museum.

But it is now time to turn to the extension works of the present day. The three great basins, lying in a west and east line, give access in both directions to the Medway, the eastern opening—from No. 3 basin—being through two large locks, which can be used in case of necessity for the docking of ships. The first basin, that to the west, was opened in 1872 with much ceremony, as well as two of the four docks on its south side. These new graving docks are more than 400-ft. long and 100-ft. wide, and the basin itself has a length of about 1,600-ft. by 900-ft. At its eastern end is an opening into No. 2 basin, which is about 1,500-ft. long by 800-ft. wide, and from this again into basin No. 3, which has an extreme length of about 1,800-ft., its width, except towards the east, where it is wider and irregular in shape, being some 800-ft. It is from the basin last mentioned that access is gained to the Medway through the two locks alluded to, outside of which are the collier dock, with slips, and other important parts of the establishment. This immense addition to Chatham Dockyard, which was practically the creation of a new establishment fitted to cope with the growing needs of the Fleet, was completed in 1885, when a simple inaugural ceremony took place in September.

RECUMBENT MIGHT.

A mast of the battle-ship "Irresistible."

The extension of the dockyard was not confined to basins and docks. With the larger future designed for the establishment, many factories, workshops, and stores became necessary, these being erected in convenient positions adjacent to the basins. The gunnery, torpedo, and engine shops, and other factories and storehouses, are of great size, and the manufacturing establishments are fitted with the latest appliances for work of every description. There is a mighty hydraulic crane capable of lifting about 200 tons, and the equipment in apparatus of that kind is very complete indeed. It is not necessary, however, to describe all the facilities for ship-building and repairing that exist in Chatham Dockyard, which do not differ in character from the arrangements existing in other Naval establishments. Here are steam-hammers, punching-machines, sheering-machines, steam saw-mills, and, indeed, shops and factories and appliances for every necessary purpose. The creation of such an establishment where lay an expanse of some 400 acres of desolate marsh, abounding in swamps and dykes, was an achievement to be proud of, and we cannot withhold admiration from the energy with which the work was undertaken and the zeal with which it was executed.

These great works had involved others commensurate with them. It had been foreseen that with the enlargement of the dockyard, and the creation of facilities for building and repairing the largest classes of vessels, the channel of the Medway would have to be improved. That ancient waterway, winding through level tracts, and abounding

THE PEMBROKE GATE OF THE DOCKYARD.

Being the Seamen's Entrance to the establishment.

From Photos. specially taken for "Navy and Army Illustrated."

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in creeks, was too shallow for our modern leviathans, and a very great work has since been completed in dredging the bed of the river. Ten years ago the work was in progress, and it was completed in 1896, though, of course, dredging operations are continually necessary to prevent the silting up of the passage. Allusion has been made to the magnitude of the ships which are now built at Chatham, and these are safely navigated between the dockyard basins and the sea.

The last ten years have seen further progress in the establishment. No. 5 dock has been lengthened in order that it may accommodate cruisers of the "Diadem" class (435-ft.), this work having been completed about September, 1898. A new coaling depôt is being created to facilitate and expedite the work. The reconstruction of the foundry also became necessary, but considerable difficulties occurred, and it was at length decided that a new foundry should be constructed. As a matter of fact, the foundations of the old structure had given way, thus illustrating one of the great difficulties which have been encountered at the Chatham yard. Provision was made for the new foundry in the Estimates of 1899-1900, as also for a new building-slip. Some delay, however, occurred in completing the plans for the last-named, but now good progress has been made, as also with other works in progress at the yard, and the foundry will be completed in 1902. Progress is also being made with the coaling establishment, and a new dock is to be added.

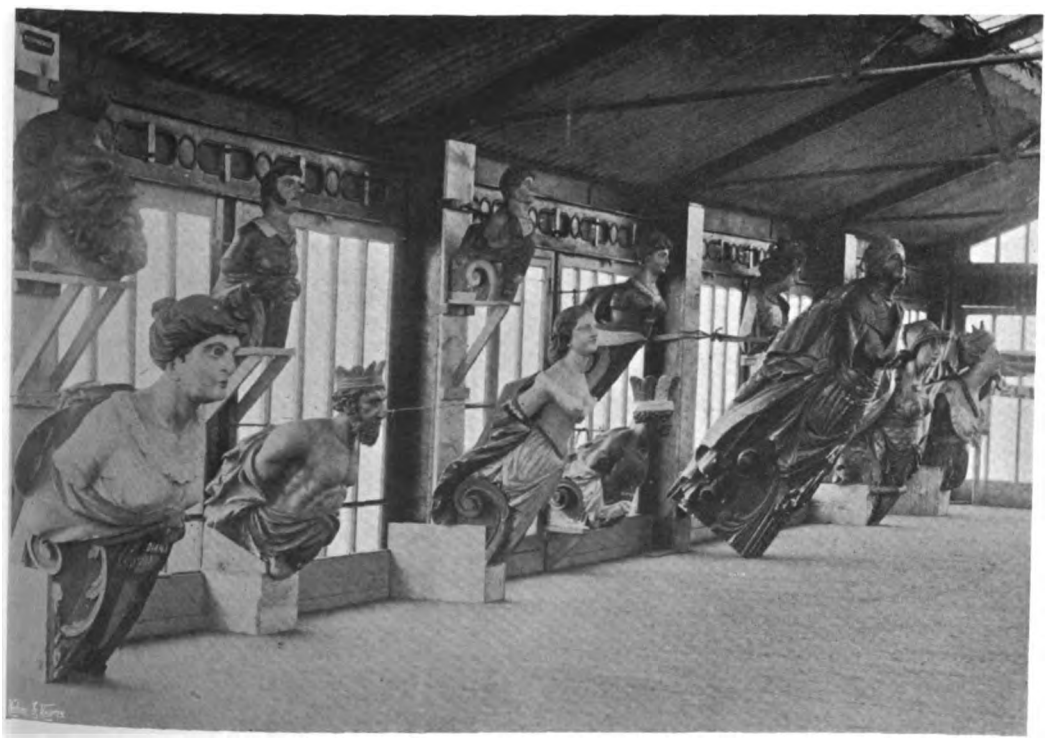
The increase of Chatham Dockyard has not been in material matters only. The additions made to the Fleet have involved a great augmentation in the number of officers and men at the port, and the necessity for larger accommodation became a pressing need six or seven years ago. The extension works had been partly executed by convict labour, and the convict prison became available for conversion into barracks. There was, however, a great need for suitable new buildings, and the inconvenience of putting seamen into hulks at the port was strongly urged in 1894. It was then proposed to commence new Naval barracks to accommodate 3,500 officers and men, after which it would be possible to remove the old hulks, and to find space for the berthing of modern vessels, and designs were prepared, but a difficulty arose in regard to the necessary land, and a long delay resulted. Negotiations were entered into with the War Office for a site, upon part of which the Brennan torpedo factory stood, but in 1898 the military authorities were still reconstructing the factory, so that the land might be made available. Meanwhile, the contract was signed for the construction of the barracks, and considerable progress has since been made, the western block having been completed, while two other blocks are well above ground. The delay has been unfortunate, for the inconvenience and discomfort of the seaman's life on board a hulk are an important consideration in these days, when the comforts of the shore exercise such a powerful attraction upon the men of the Fleet.

The necessity of extending the hospital accommodation was also recognised by the authorities, and a proposal was formulated in 1896 for building a new hospital, with 600 beds; the old building, besides being too small, was obsolete in design and defective in construction. In particular there was no provision for the isolation of infectious cases, and no wards were arranged for the reception of seriously-injured patients. Moreover, the grounds in which the hospital stood were limited in size, and did not admit of any extension of the old building. The foundations of the main building of the new hospital were laid by the beginning of 1900, and the establishment is now approaching completion. With these increased facilities, soon to be made available, we may link an improvement in the water supply which has been effected. Much has, indeed, been done for the increased number of seamen maintained in reserve at the port, and when the barracks and hospital are in use, one great disadvantage of Chatham will have been removed.

An opportunity now occurs for adding a few words upon the subject of dockyard administration. It is scarcely necessary to say that a very efficient system must exist in order that establishments like Chatham Dockyard may be administered well. There are many lights in which the dockyard might be considered, but let us regard it as a ship-building establishment. It might appear to a casual observer, seeing the immense mass and variety of stores lying alongside a ship, that some confusion must exist, but it would not be long before he discerned that a thorough system of organisation evolves order and progress out of apparent chaos. Each man knows exactly his work, and

FIGURE-HEADS OF THE OLD NAVY.

Memorials of veterans of the Service.



DIANA AND HER COMPANIONS OF THE CHASE.

Victorious in many a pursuit of the enemy.
From Photos. specially taken for "Navy and Army Illustrated"

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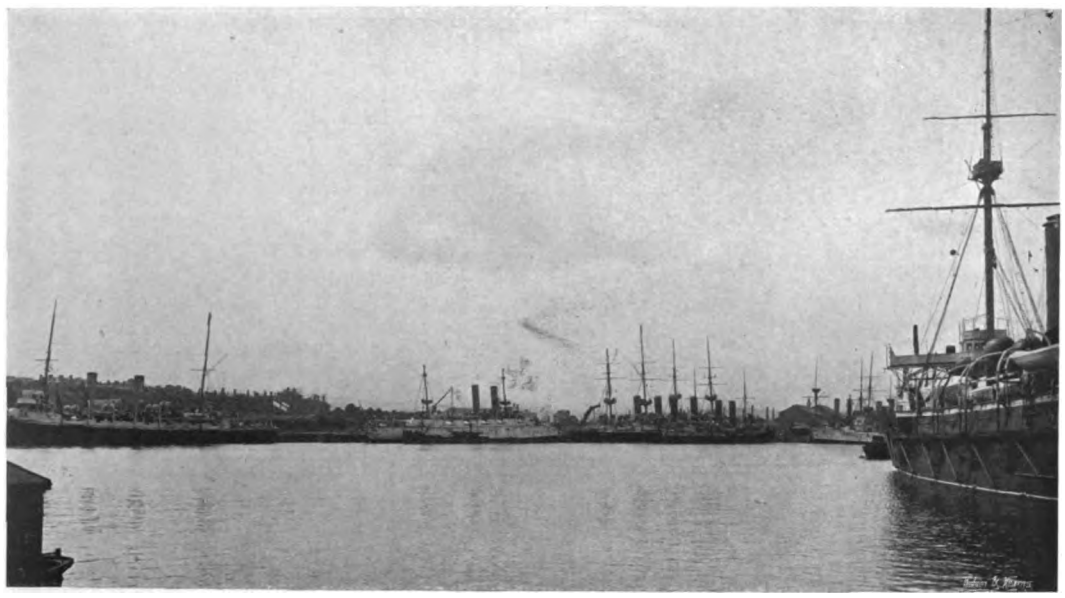
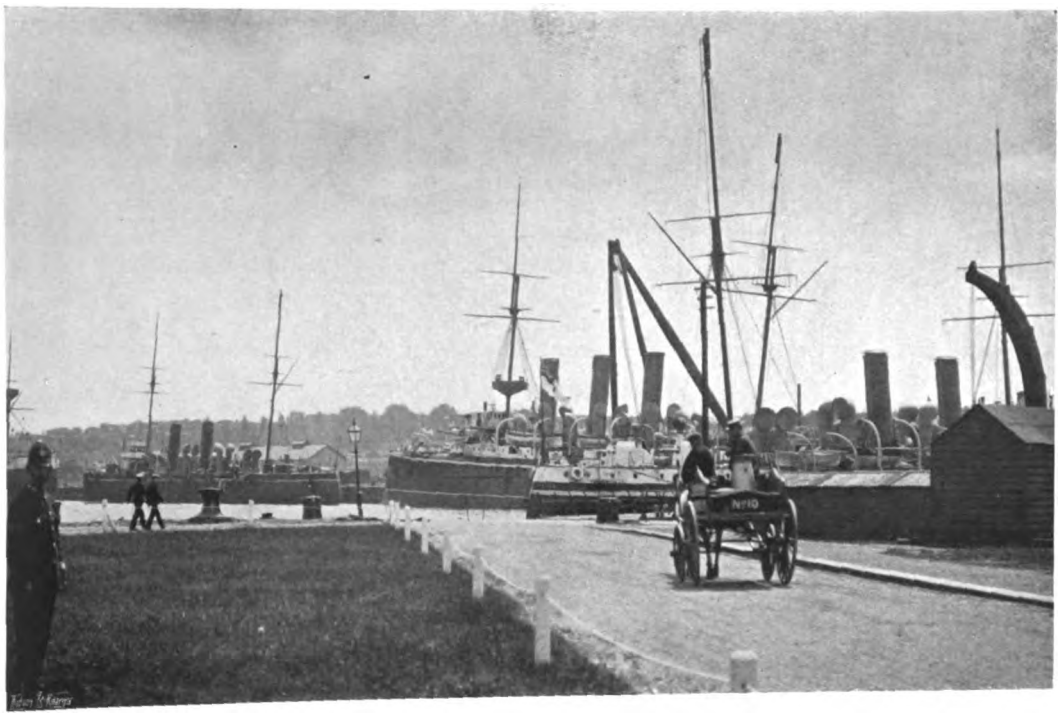


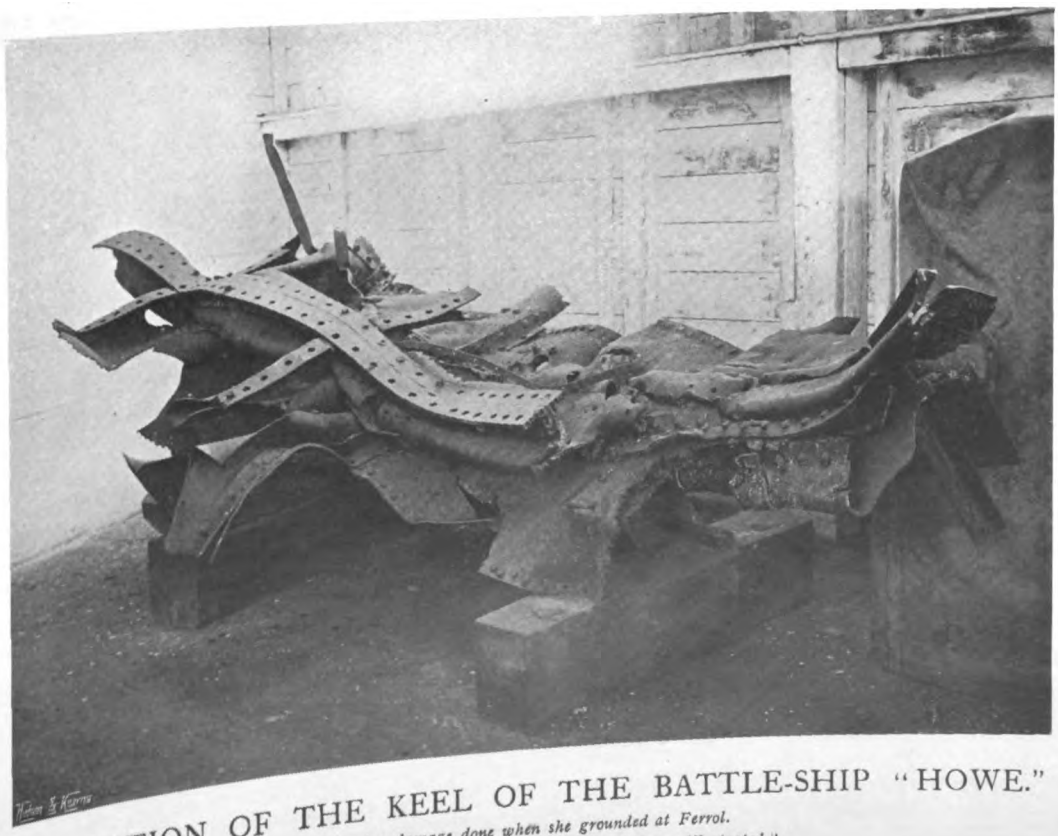
A GENERAL VIEW OF THE STEAM RESERVE.

Ships ready and completing for service.



CRUISERS BERTHED FOR REPAIR AND REFIT.

An important part of the work of the Dockyard.



A PORTION OF THE KEEL OF THE BATTLE-SHIP "HOWE."

Showing damage done when she grounded at Ferrol.

From Photos. specially taken for "Navy and Army Illustrated"

everything is done with order and regularity. The building of a ship takes place in accordance with plans prepared at the Admiralty, and the operation is conducted under the immediate orders of the Chief Constructor of the Dockyard. The calculations for displacement have already been made, and the conditions which affect the draught of water have been fully taken into account. A matter of extreme importance, therefore, is that the intended weights shall actually be built into the ship and no more, a matter which, in former times, owing to modifications of plans, was sometimes neglected, with the result that ships have not floated at their intended water-line and that the armouring upon them has not afforded the protection designed and required.

In the picture which illustrates a mast of the "Irresistible," the "Goliath" will be seen completing at her berth in the basin. It will be noticed that an office is provided for that important functionary the Recorder of Weights, whose business it is to keep a very accurate account. A notification is also affixed upon the office in these words: "All materials to be weighed before being taken on board." Thus is assurance made in the matter of displacement, and it is truly astonishing how very closely the calculated displacement approximates to the real. The responsibility for launching the ship also devolves on the Chief Constructor of the yard, but, as soon as she is in the water, it is the duty of the King's Harbourmaster to bring her alongside the wharf, where the work of structural completion and equipment goes on. The recent launch of the "Prince of Wales" at Chatham Dockyard brought to the minds of many the very great importance of all the functions which attend building, launching, and completing. The smallest miscalculation or error may lead to serious difficulties, and it is therefore always with a sense of relief that the good ship is seen gliding down the ways into the element which she is to grace and command. Cabins have then to be provided, mess-places and store-rooms to be arranged, the engines, boilers, and hydraulic and electrical gear to be fitted, and a vast deal of other work to be done, and a ship in this stage is, therefore, always a scene of very bustling activity. All the officers of the yard have important functions in regard to the building and equipping of ships, and it is the custom for them to meet each morning at the office of the Admiral Superintendent to learn the orders from the Admiralty, and to decide how they shall be carried into execution—a system that conduces much to rapidity and efficiency of work. Finally, let it be said that Rear-Admiral Swinton C. Holland is the Superintendent at Chatham, and Captain Archibald G. Douglas, R.N., the Staff-Captain and King's Harbourmaster, while the Chief Constructor is W. James, Esq., the Chief Engineer W. G. Littlejohns, Esq., and the Naval Store Officer H. J. Laslett, Esq.

[*Previous articles of this series appeared: Sept.* 7, 14, 21, 28; *Oct.* 5, 12, 19, 26; *Nov.* 2, 9, 16, 30, 1901; *March* 22; *and April* 5 1902.]

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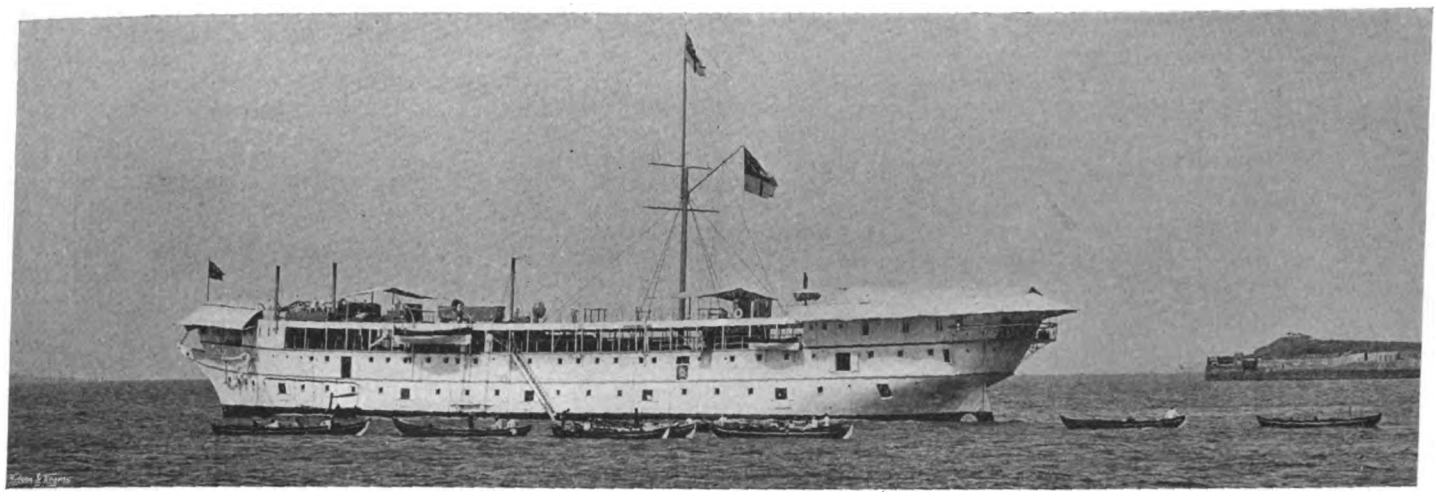

A FLOATING HOME FOR OFFICERS AND MEN OF THE NAVAL DEFENCE.

ROUND THE WORLD.

Per Mare, Per Terram.

By Ubique.

OUR neighbours beyond the Channel are looking forward with enthusiasm to the departure of M. Loubet to Cronstadt, and elaborate preparations have been made for his journey. The armoured cruiser "Montcalm" has been put in hand, so that she may be fitted and decorated as befits the occasion. She made her maiden cruise from Toulon to Brest. Two saloons have been formed on board, one, to be reserved for the President, being lined with white and blue plush, while the other, larger, is the *salon de réception*, and is draped with crimson satin, and very richly garnished. There is also a diplomatic *salon*, with yellow satin and a multitude of mirrors, to be supplied with furniture from the Elysée. Space is also found for a large dining-room on the quarter-deck, arranged like a tent, with beautiful materials, and having a horse-shoe table arranged for sixty guests. There are allegorical figures and Naval trophies for its adornment, and beautiful plants and garlands of roses will lend grace to the *salon*, while a Sèvres service will be brought from the Elysée. A special band will be embarked of forty executants, the musical arrangements being much better than when M. Faure went to Cronstadt in the "Pothuau." The yellow flag with the two-headed eagle, being the Russian Imperial standard, will be hoisted when the Czar goes on board, but all the ships will honour the Russians by flying the national flag—white with the blue cross of St. Andrew—at the main. We must await information as to the special diplomatic significance of the visit, while interested by the preparations which are made for it.

IT is an appropriate thing in these pages to say farewell to the Bluecoat boys. The service at St. Paul's Cathedral on Wednesday was the farewell of the City and the Cathedral to Christ's Hospital. The boys now leave the old buildings in which so many generations of them have been educated, and, though they will doubtless be as happy at Horsham, those who know the school and its long association with London view their departure with regret. Many who have fought in our wars have received their training at that school, which has sent out into life many grand and prominent men, as the Lord Mayor lately said, when, perhaps for the last time, the Bluecoat boys visited him at the Mansion House. For three centuries and a half the city of London has known the Bluecoat boys, with their quaint costumes of an earlier time, in its streets, and during that long period the citizens have taken the greatest interest in their welfare. Thousands have risen to honourable positions, and the boys of to-day will carry with them to their new home the old patriotism and the traditions of the noble institution, and doubtless in the future many a Bluecoat boy will emulate the honours of his predecessors, and be a new ornament to the school to which he belongs.

THERE is reason to believe that the recent agitation in Russia by the students and others was much more serious than was at first supposed. As much information concerning it was suppressed as the censor could control; but it has since been officially stated that the seditious appeals and proclamations of the students openly declared that changes were necessary in the present form of government. In short, the agitation was rebellious, and its ugly feature was that it attempted, with some success, to rally to the cause the discontented working men of the large towns. Plotting is no new thing in Russia, and the agitation of the student is sternly visited. Prince Kropotkine has said that, when the Czar heard of the earlier disorders at Kieff, he said that he had had enough of these student riots and would close the universities. The Prince seems to have exceeded the warrant of fact in this and other matters; but M. Pobiedonostseff has admitted that 180 students of Kieff were immediately drafted for military service. The punishment of the recent agitators has been more severe. Over 500 members of the University of Moscow, and more than 100 other students, have been convicted of riots and political insurrection, and not less than 567 have been committed to prison. This action is illustrative of the desire to suppress liberty of expression which is characteristic of Russia. No serious consequences will arise out of the agitation at once, but it may be taken as symptomatic of the intellectual and economic development of the country. Such agitation can scarcely fail to increase as the principles and practices of more Western countries become known generally to the Russian masses.

HAVING lately been the victims of much virulent abuse from the German Press, we are a little in a position to sympathise with the Poles, against whom the same engine has been directed by the Pan-Germans. The Kulturkampf met its stoutest opposition in the Polish provinces, but it was thought that the hatred of the Poles, which was part of Bismarck's policy, had given way to a milder attitude. Once again, however, a strong attempt is being made to crush the Polish nationality, and the society of the "Hakatists" has set before itself the object of buying out the Poles, and harrying them in every possible way, with the hope that they may be dispossessed. Strange tales are told of the persecution they are subjected to. It is a common thing for Polish to be spoken at railway stations in Russian Poland, but that is not permitted when the frontier has been crossed. Women who ask in Polish for stamps or railway tickets are often brutally insulted. A telegraph clerk refused to transmit a message in Polish, but would have made no difficulty if it had been in French, English, or even Chinese. The Polish names of places have been Germanised out of recognition, and national songs and music are treasonable. These are but instances of the hardships inflicted upon the Poles through the propaganda of the Pan-German societies. Such things may well account

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for that storm of indignation which burst when it was known that a Prussian village schoolmaster had caned some Polish children. It seemed a petty affair, but it was the last straw in the burden of the poor Pole.

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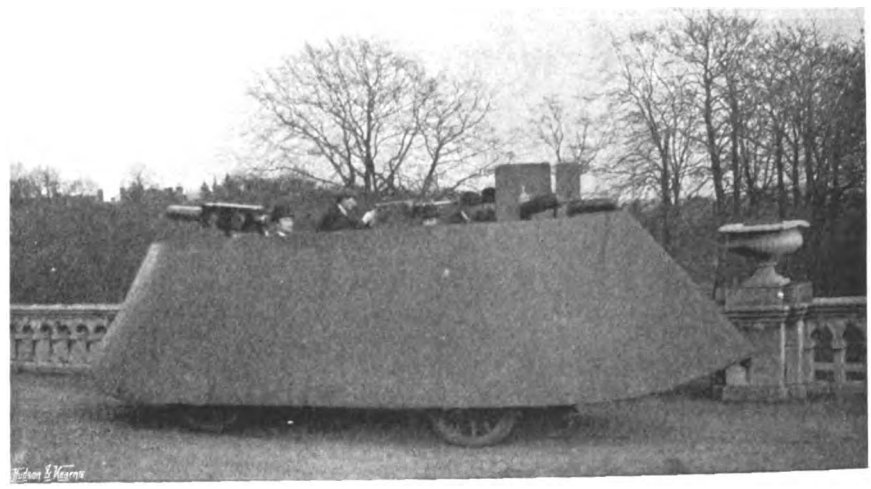
A GLANCE at the leading features of the various measures which are before the American Congress shows beyond all mistake that the national outlook is larger than ever before. A prosperous and contented country presents few domestic problems, and the leaders of American thought have found new scope for national energy. The acquisition of the Danish West India Islands and the establishing of American control in the Philippines are but parts of the same development, which finds its most notable expression in the construction of the Isthmian Canal. There is wise policy also in the progressive and symmetrical enlargement of the Naval establishments, not in the matter of war-ships only, but also in the creation of Naval stations and docking and coaling facilities on the main lines taken by American vessels. A firm grasp of the Pacific has been taken by annexing Hawaii and obtaining the splendid harbour of Pago Pago in the Samoan Islands of Tutuila. It is therefore evident, even to the superficial observer, that a profound change has taken place in the international relations of the United States. The great forces which have hitherto been devoted to the development of internal resources are now turned to the sea in search of new outlets for the products of American industry. Happily, the interests of the United States are practically identical in the Far East with those of Great Britain and Japan, and thus, in that quarter of the world, something of the influence of a new Triple Alliance is unmistakably felt, though none is formally concluded.

A NEW WAR MACHINE.

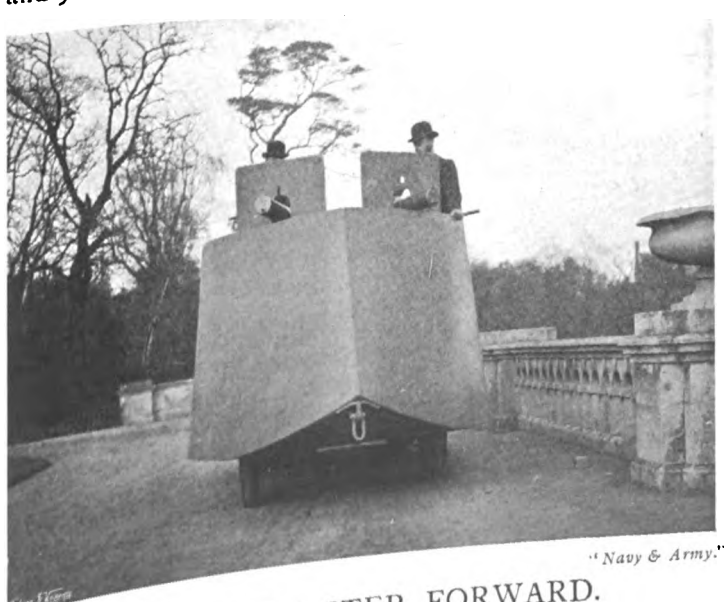
THE SIMMS MOTOR WAR-CAR.

MESSRS. VICKERS, SONS, AND MAXIM have during the past few years done more to bring into use mechanical war inventions than any other similar firm in the United Kingdom. It is only four years since a committee from the War Office met at Erith, the firm's well-known depôt, to condemn the now accepted Pom-pom. Therefore, if Messrs. Vickers, Sons, and Maxim interest themselves in any mechanical invention, it may at once be rated as worthy of consideration. They have now ordered from the inventor, Mr. Frederick Simms, an experimental armour-protected road and rail motor-car. This car was formally exhibited by Mr. Simms last week on the terrace of the Crystal Palace. Of course, the idea is not original, Mr. Simms has only put into concrete being an idea which has recently been nibbled at in many quarters. We have seen Maxims mounted on tricycles; Colt guns propelled by bicycles; and in Cape Town the Colonial Division manœuvred with Mr. Simms's idea in embryo—that is, they used a Benz motor-car as a mount for a machine-gun. But the car which was exhibited at the Crystal Palace, and of which we now give illustrations, is the outcome of solid thought by a professional, and not the gimcrack results of the enthusiasm of patriotic amateurs. Mr. Simms has designed a really powerful motor-carriage, with a frame suited to support the weight of heavy armour protection. This frame is rectangular and constructed of heavy steel channels. Careful study has been given in order to combine in the machine the greatest strength with the minimum of weight. The idea is that the car should be substantial enough to support, if necessary, a weight of twelve tons; but it is not anticipated that it will often be called upon to carry more than six tons. The engine which supplies the motive power is a 16 horse-power four-cylinder hydro-carbon engine of the Daimler type, with the Simms-Bosch magneto-electric ignition and timing gear. The fuel burnt is petrol, for which tanks are supplied underneath the main frame, capable of giving the car a run of 200 miles. The speed gear is on the Connstatt principle with four definite speeds, *i.e.*, 1½, 3, 5, and 9 miles per hour. But on an emergency, by means of the accelerator, these speeds can be increased 25 per cent. The steering gear is of the Ackermann type controlled by a hand wheel. The diameter of the driving wheels is 4-ft. and the width of the tyre for road work 6-in.; the diameter of the steering wheels is 3-ft. with a tyre of 3½-in. Thus it will be seen that for road work or traction Mr. Simms has designed a car of useful power. To make it a serviceable war machine he has developed it in an outer screen of 6-mm. Vicker's steel armour. The armour itself is of crinoline shape, and, as will be seen from the photographs, is provided with a ram at each end. The extreme length of the armour, which is 18-in. off the ground, from point to point of the rams is 28-ft. The extreme beam is 8-ft., and the height 10-ft. The car, therefore, presents the appearance of the stripped hull of a man-of-war in miniature. It is equipped with two Pom-poms and two Maxims on ship's mountings. It can carry 10,000 rounds of small arm ammunition, and the car has also, at a pinch, carrying capacity for twenty men.



A MAIDEN SPIN.

What the Simms war motor looks like seen from the side.



"Navy & Army."

Photos. Copyright.

ANOTHER STEP FORWARD.

The latest engine of war at the Crystal Palace.

The inventor claims an ambitious *rôle* for his war-car, and conceives the idea that with a number of these machines patrolling our coasts the bugbear of invasion would be for ever allayed. Although we appreciate the excellence of the car, yet it would be early days to support everything that is claimed for it. In our opinion the machine would be found more useful in humbler work. When equipped with flanged wheels it might be very useful for patrolling railway communications. For instance, in South Africa, at daybreak the railway is always patrolled before traffic opens by trollies. If the enemy is lying in wait for these trollies they have no chance. On the other hand, an armoured car driven mechanically would have every chance. But *par excellence*, the *rôle* which we would suggest for the Simms motor would be for the protection of convoys against chance raiders unprovided with artillery. It certainly could negotiate the same road difficulties as traction-engines, and we would like to see some of these cars experimented with in South Africa, where our heavy convoy work is so constantly bringing us into trouble. But the car would require to be better protected than at present. As will be seen in the illustration, driver, armament, and crew are exposed. This possibility must be remedied before it can be trusted to undertake serious work.

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THE MYSORE LANCERS IN CAMP NEAR BANGALORE.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

IT is good news that at last a definite settlement has been arrived at with the Mahsud Waziris, a jirgah of 2,500 of whom met the Chief Commissioner of Peshawar at Tonk, on March 29, and showed an evident inclination to come to terms. The Government of India has been conspicuously moderate in its demands, and has not exacted any sort of unfair retribution for the trouble which has arisen in connection with the blockade, and which at times has savoured of something very much more serious than the exhibition of natural impatience of wholesome restraint. Indeed, the immediate advantage to the Mahsuds will be very considerable, for under the blockade they fared very badly, and even before it the allowances made by the Indian Government to the tribal chiefs were probably of very partial benefit to the tribesmen themselves. Henceforth the allowances are to be distributed among the latter, and the Mahsuds have, as a tribe, undertaken to assume responsibility for the good conduct of every section and individual residing in the Mahsud country, and to check raiding in British territory, and on the trade route through the protectorate and beyond. This is a very important settlement, especially as the Government of India has expressly indicated its intention of proceeding to retaliation in punishment should the tribe fail to carry out its share of the bargain.

Such a meeting between a British political authority and a jirgah of frontier tribesmen is a queerly impressive affair. A picture of one lies before me as I write, and it is full of simple suggestiveness. The jirgah is one of Orakzais who are squatting in a semi-circle round a little group of British officers, one of whom in khaki and puttees is reading the terms of the settlement. In front of him the Union Jack droops in the still air, but, besides his three or four companions, evidently staff officers, the British Army is represented solely by a few Native orderlies, so far as the actual conference is concerned, although at some distance in the background there is a group of spectators containing some more British soldiers. The preponderance of hairy and usually very uncouth tribesmen is very marked, as is also the attentiveness with which they are listening to the remarks—probably anything but pleasant or profitable to themselves—of the officer who is speaking. There is no doubt that what impresses the average frontier tribesman almost as much as anything else at these conferences is the attitude of utter self-confidence and complete authority, mingled with some tactful consideration for brave enmity, which is habitually assumed by the British officer, military or political, who takes the lead on these occasions.

The Chief Commissioner of Peshawar, who "settled" with the Mahsuds, is a very important personage indeed, and is necessarily a man most carefully selected by reason of experience and force of character. If I remember rightly, this official used to be vested, and perhaps is still, with extraordinary powers of life and death, being entitled in certain contingencies to order a Native caught red-handed to be strung up to the nearest tree. The post has been held by a number of distinguished men, including that noble fellow Sir Herbert Edwardes, who, as Chief Commissioner of Peshawar in 1854, brought about the understanding with the Ameer Dost Mahomed which resulted in the treaty of March, 1855. To that treaty Dost Mahomed remained true during the Mutiny, though constantly tempted by fanatics to raise the green flag of the Prophet and sweep down on the Punjab. When the Mutiny broke out Lord Lawrence was doubtful as to the retention of Peshawar, and wrote to Herbert Edwardes on the subject. The latter replied, "With God's help we can and will hold Peshawar, let the worst come to the worst."

I wonder whether the Tonk where the Mahsud settlement has just been arrived at can be the same Tonk where, on the last day of 1870, another very fine maker of Anglo-Indian history met his death. On that day Sir Henry Durand, Lieutenant-Governor of the Punjab, left his camp to visit the outpost, garden, and town of Tonk. Having inspected the outpost on foot he mounted an elephant, and, with the Tonk chief seated beside him, went on to the garden. Thence, at dusk, the elephant was turned towards two gateways leading from the garden into the town. The beast passed in safety through the first gateway, but the second was too low to allow the howdah to pass under it, and the latter was swept off, with the result that Sir Henry Durand received injuries which shortly afterwards proved fatal. By this lamentable accident India lost one of the noblest characters that have ever been associated with it. His splendid Indian reputation was for many years finely kept in memory by his son, now Sir Mortimer Durand, who was for some years Foreign Secretary to the Government of India, but who was afterwards transferred to the home diplomatic service, and is now British Ambassador at Madrid.

I am very glad to see that the United Service Institution of India is receiving an extra Budget allotment this year in aid of the maintenance of its library. Very nearly twenty years ago I was secretary of that institution. It was then housed in a ramshackle dwelling on the side of the hill, in which, if anyone had dropped a lighted match, and had neglected to put it out, there would probably have been no institution left in twenty minutes. We used to have periodical lectures, at which some big swell, usually the Viceroy or the Commander-in-Chief, would preside, and very few under the rank of major-general cared, or dared, to open their mouths in the subsequent discussion. This seemed to me rather a mistake, so one season I organised a series of dinners, which

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were held in the lecture hall, and after which a prearranged subject was introduced by one of the diners in a short speech of about twenty minutes' duration, and then discussed quite informally until the interest in it had waned, when another subject was taken up. Two or three subjects sufficed for the evening, and the discussions were simply delightful. As no very lofty official persons were present, and there was no reporting, even junior officers were not afraid to speak their minds, and some of the experiences and opinions thus published were extremely instructive and occasionally quite diverting.

I remember on one occasion the late Lieutenant-General, then Lieutenant-Colonel, Sanford, a most distinguished and accomplished Royal Engineer, told a capital story in connection with the subject of military cryptography, or cypher-writing. At Army Headquarters in India there always used to be, and presumably still is, a code-word in use, by the aid of which the Commander-in-Chief can always communicate in cypher with general officers commanding districts. The code-word was kept, of course, a profound secret, and was changed monthly under a confidential cover. But the cypher was not often used, and some of the generals commanding districts appeared to have very elementary ideas of cryptographic methods. At any rate, it is a solemn fact that the Commander-in-Chief once sent a general a message in cypher, and shortly afterwards received from him a wire as follows: "Yours in cypher received. Is the code-word 'Nowshera?'"

Talking of cyphers in India, I once heard from a man who seldom made a mistake about such things, that during the travels of the Afghan Boundary Commission a most serious accident occurred which might have had very grave results. At that time communications of tremendous import were passing between the Foreign Office and Sir Peter Lumsden, the head of the Afghan Boundary Commission, and, so my friend informed me, one day it was discovered at the end of the march that a mule carrying a number of secret papers, *and the Foreign Office cypher*, was missing! I believe the animal was recovered, dead or alive, but it is not difficult to imagine what a bad quarter of an hour must have been passed when the loss was first reported. To anyone who knows the lengths to which secret service is carried in an emergency it will be clear that such an accident might prove in certain circumstances an Imperial calamity. The incident of the "kilta" in Kipling's "Kim" may occur to some readers in this connection, but it is quite unlikely that that kilta contained anything so important as the Foreign Office cypher carried by the errant Boundary Commission mule.

The most extensive preparations are being made at Delhi in connection with the Coronation festivities to be held next January. The Viceroy, the Governors of Bombay and Madras, and all heads of administration are to have separate camps, and some eighty Native princes, chiefs, and nobles are likely to be present. The festivities are to last for fifteen days, and some idea of the magnitude of the function may be gathered from the fact that the camps will stretch for several miles, and that it is proposed to relieve the traffic by extemporising light railways and tramways for the occasion. Fancy "extemporising a railway" for a fortnight's use only!

ON THE FRONTIER.

THERE was, under Sam Browne, a breed of frontier soldiers who have left their mark on the history of India. They have left successors in every way worthy of their great traditions. It is still the desire of the young Englishman who seeks his military fortune in India to join a frontier corps. Year by year, however, policy dictates the necessity of assimilation of the frontier corps to those serving in Lower India. A word of explanation is necessary to the reader who has not served on the North-West Frontier. In that service the conditions were special; high training and exactitude of parade movements were considered as secondary considerations to the necessities of enduring physique in both men and horses. The class of men selected for the British service was such as necessitated a rough-and-ready treatment. Some of those who proved valiant soldiers when called upon were of the most turbulent classes, who were continually having small wars among themselves. The officers who had to deal with these men had to adapt themselves to the circumstances which surrounded them. Readiness became a part of their nature. Nothing surprised them. It was quite indifferent news to them that the road was clear or that a thousand budmashes had to be cleared out of a certain district. With the certainty of doing their best, they faced the difficulty before them in the confidence that men feel in themselves when they know that they are doing their best. Space does not allow to allude particularly to the position gained for itself by the Punjab Frontier Force. It was an army within an army. A campaign once in three years was looked for as regularly as the reliefs.

UNCANNY MUSIC.

The Trans-Indus "warbler."

These campaigns have been conducted with such precision and decisiveness that the once turbulent frontier can now be treated in the same pacific manner that regulates the government of other parts of India. So the frontier officer is, as it were, coming back to his comrades, and is by now practically on the same footing as his *confrères* of the old Presidencies.

It will not be for many years that vigilance can be relaxed. New dangers threaten. One old enemy at least watches us carefully. And it is possible that the frontier soldier may be called upon to prepare for a more serious undertaking than has fallen to his forbears. He will be as ready as his predecessors. Year after year he has been busy in perfecting his military knowledge and studying the art of meeting organised forces under modern methods. No doubt the new-style officer will give as good an account of himself as his old-style predecessor did.

These pictures show daiiy incidents in the life of a frontier man. The "warbler" has probably been caught by the artist in the act of chucking a load, which has taken much time and trouble to place on his back. The camel, unfortunately, does not pay as much attention to the men who load him as they do to him. It is no pleasant job to load a "smelly" beast in the dark and cold hours of the morning. It is most unpleasant to find one's labours rewarded by being all undone by a sudden upheaval (no other word will express it) of the camel. The picture shows the animal in the act of giving forth the querulous sound which gets him the name of "warbler." It is hard to imagine a more melancholy or less musical sound. While every attention is being paid to the distribution of the load, its weight having been previously calculated to a nicety, the young camel gives forth sounds as if it were being slowly tortured to death. Just as all ought to be right, he chucks his whole load off and stands trying to look innocent, and as if a pure accident had happened. This is a trying moment to the temper of the traveller who is anxious to be off.

The other picture shows the glorious sunrise. As labelled, this must be "before réveille," or else in a standing camp. As a rule, even in the cold weather, one is on the move before sunrise. This is especially necessary when there is a long march to be got through. Men and animals feel the weight of the day soon after noon. It is well to have time to feed and rest before the fatigues of the morrow. Of course, grooming takes a considerable time. The guard is, naturally, set at the first opportunity after arrival. As a rule, the advanced party have posted sentries, who are relieved by the guard of the main body.

Photos. Copyright. "Navy & Army."

BEFORE REVEILLE.

A sunrise effect.

Perhaps the best hour of the twenty-four is the sunrise hour. When one sees the glorious sun coming over the top of the hill, one forgets how cold the stirrup-irons are. There is a promise of welcome warmth. To realise how very welcome the feeling of becoming unthawed is, it is almost necessary to march in the Punjab.

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IN TRAINING AT KEYHAM.

Photo. Copyright. "Navy & Army."

THE STUDENTS OF THE ROYAL NAVAL ENGINEERING COLLEGE.

Keyham is the home of the teaching of the Royal Engineers of the Navy, and our picture shows the students under training, and the popular and able officer in charge o. the work, Commander Alfred E. Tizard. Day by day the importance of the engineer branch of the Royal Navy is increasing, and, with it, the importance of the possession of a thorough knowledge on the part of those engaged in the work. The country cannot afford to send its ships into action with insufficient professional qualifications on the part of its officers. The existence of the Engineer Students' Training College is a guarantee of efficiency in this department, and the inspection of the students by the King on his recent visit to the West affords abundant evidence that the importance of thorough teaching is amply recognised in the most august quarters.

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THE WIDE, WIDE VELDT.

[Anecdotes and Pen Pictures by a War Correspondent.]

THE story about the Bushveldt Carbineers is not pleasant reading. Let us hope that we have heard the worst, and then forget the incident. There were many, fifteen months ago, who foresaw that something of a similar nature would occur, when scallywag corps were being raised all over the South African continent in fevered haste. This fatal policy which marked Lord Kitchener's accession to power has been responsible for many evils. It was then believed that the enemy was absolutely broken, that men were only required in sufficient numbers—any men, as long as they could hold a rifle—to smother what little "kick" left in the Boer. Consequently the fiat went forth that new corps were to be raised at five shillings a day. The South African seaboard towns were full of refugees of all nationalities, adventurers feeling the pinch of poverty. Necessity, or a desire to be among the first back in Johannesburg, not patriotism or love of adventure, took these men by hundreds into the ranks of the new corps. Men to whom the martial spirit was as foreign as wealth—men who, in many cases, could only speak the language of their officers with difficulty, if at all. What was the result? In ten cases out of twenty it was just giving a rifle, bandolier, and equipped horse to the enemy. While of the remainder, a percentage of the men possessed a courage of so low a type that we have had a worse humiliation even than the wholesale surrender of men wearing the King's uniform—the wearing of that uniform to cover wanton destruction of property and cold-blooded murder. Not that the enlistment of these men was as blameworthy as it now appears. It can only be scheduled as an error in judgment, and a serious error indeed, as those most concerned in the formation of these corps would be the first to admit. They have, indeed, already admitted it, in the fact that the majority of these scallywag corps have now been disbanded. But it has had a grave influence upon the issue of the campaign. Of course, these remarks do not refer to such a corps as is the subject of our illustration this week, or to the present survivals of any of the magnificent irregular corps which took such a signal and devoted part in the early fighting of the war.

The vicissitudes through which our guns and Pom-poms pass in this extraordinary war are very strange. Some of "U" Battery's guns have, I believe, been twice in the hands of the Boers and twice recaptured. This week we show a Pom-pom which, by way of a change, has done a couple of months with the Boers. It is one of the Pom-poms captured at Tweefontein on Christmas Eve. The Boers probably abandoned it when they had exhausted all the ammunition which they took with it. One wonders if it is fated to be captured again.

CAPE CARTS AND A CONVOY.

With Byng in the Orange River Colony.

Below you will find a batch of recently-issued remounts. Not is this case the much-despised Argentines. Few people in England realise what the remounting of our mobile columns means. I don't care how clever and painstaking an officer may be in command of a mounted unit, the rough usage of the present campaign will find him commanding dismounted men at the end of a few weeks, if he is unable to reach a remount depôt, to get fresh animals forwarded to him. These eighty and ninety mile marches, in an incredibly short time, to enable columns to "come into line" while forming for some new "drive," mean an expenditure in horseflesh which can only be appreciated by those who have been there to see. I can remember when a particular column to which I was attached started on one of the past De Wet hunts. We left the railway 1,500 strong with fresh horses. We were kept going night and day, and for about three weeks were daily in touch with De Wet's outposts. But they just managed to outlast us. Day after day our brigadier essayed upon an extreme effort. De Wet's people kept time with us. On the last three days of this trek the orders had the following pathetic sentence in them: "Any man whose horse fails must take his saddle and bridle and follow the line of the sun. Forty miles east should bring him to the railway, where he can be picked up by a passing train!" At the end of the month we mustered 207 mounted men in the brigade.

COMING INTO OUR OWN AGAIN.

One of the Pom-poms lost earlier in the war and now recaptured.

Photos. Copyright. "Navy & Army."

CATCHING A TARTAR.

Breaking in wild ponies to act as remounts.

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THE NATAL CAMPAIGN.

"ALL about General Buller! all about General Buller!" was the cry heard by the writer of these lines in a remote village of Devonshire, from the stentorian lungs of an itinerant newsvendor, who, with a sheet almost damp from the Exeter printing press, had come with notable tidings for the Devonshire men. Sir Redvers Buller had delivered his now famous —or shall we say notorious?—speech, and it was a lesson in local patriotism to see how coppers filled the newsman's palm. The gallant officer has made mistakes, but there is something in his robust manliness that commands the sympathy of very many outside his native shire, however much they may deplore some of his utterances and writings, and recent happenings have brought him much into the public mind. Not all about General Buller, but a very great deal, may be learned from a new and timely book entitled "Buller's Campaign with the Natal Field Force of 1900," by E. Blake Knox, B.A., M.D. (R. Brimley Johnson).

Why should a doctor write a book on soldiering? With excellent reason, one would say, when he is able to describe military events with so much clearness and judgment as Dr. Knox, who, as a lieutenant of the Royal Army Medical Corps, was present at all the principal engagements in Natal after Colenso. These are pages that place before us in a vivid light the work of the army of Natal, and, realising better the unexampled difficulties of its task, we rise from the perusal with a still higher conception of the sterling qualities of the British officers and soldiers, and of their Colonial comrades, who wrought such marvels of endurance, and finally of Empire-keeping achievement. Those

> "Who never set a squadron in the field,
> Nor the division of a battle knew,"

have had much to say of Spion Kop. Dr. Knox tells briefly and plainly how that memorable action was brought about. The blazing march on Springfield, the woes of the huge baggage train, the air thick with dust, the men parched and hungry, the block on the road, the men of endurance, the indefatigable Engineers, the ever-cheerful Naval Brigade, make a strong chapter of well-written incident and description. After passing the Tugela, Sir Charles Warren's orders were to proceed and gain the open plain north of Spion Kop. There were two ways open. He might go by the circuitous route of Acton Homes, where Lord Dundonald had done so well, but it was long and difficult, and he at last decided to attempt the way by Fairview and Rosaiie. Thus was brought on the hard fighting at Taba Myama, concerning which Dr. Knox says the Boers knew what they were about in letting the British army plant its foot on the mountain ridge. Botha had spent his boyhood on the Tugela, and had hunted buck there, and was reaping the fruit of his knowledge, while we did not even possess any survey maps of this, our own, Colony, and our soldiers had to cut their way to knowledge with their bayonets. Two ridges were won with considerable loss of life, another was before us, and no one knew how many lay between the forces and Ladysmith.

It was evidently impossible to seize and hold the positions unless Spion Kop, which at first it had been decided not to attempt, was captured, and General Buller gave his consent, recognising this mountain to be the key of the operation. A plain unvarnished tale does Dr. Knox deliver of the tragic events on the rugged crest of that hill. He criticises neither the strategy of the movement nor the manner in which it was conducted, and his purpose, most successfully accomplished, has been to narrate the story, illustrating the course of the operation from every point of view. It must be said that his narrative is excellent in style and character. The tragic atmosphere of that night march, the splendid work of Colonel Thorneycroft and his men, the misfortune of the defective entrenchments, the tenacity with which the ridge was held, and indeed all the episodes and circumstances, have their place, and rivet the reader's attention. The abandonment of the height was considered by the Boers to be a fatal error on our part, and they told Dr. Knox that, worn out with their exertions, they were retreating down one side of the hill while we went down the other. Being a medical officer attending the wounded, Dr. Knox fell into the hands of the enemy, and was able to controvert certain assertions of General Botha as to pretended British barbarities. The Boer leader seems to have been as ready as his followers to swallow stories which should, in fact, have been their own confutation.

With an open mind and with cautious judgment Dr. Knox describes the hard fighting at Vaal Krantz, and again is never tired of extolling the excellent qualities of our men. General Buller had learned to estimate at its full value the extraordinary tenacity of the British infantry, and the author, whose pages have not dealt with Colenso, drops the suggestive remark that then "thoughts of a possible chance at Hlangwane doubtless occurred to him." The General decided meanwhile to hurl them against the Vaal Krantz position, and it must be admitted that a success on the western side of Colenso would have been worth far more than one in its immediate neighbourhood. It was a hopeless attempt, nevertheless. "It was impossible to mount guns on Vaal Krantz; it was impossible to assault the Boer position with infantry alone, without a loss of perhaps 3,000. This would be bad in itself, but plus the risk of defeat, what would it mean?" Incidentally attention is drawn to the fact that, notwithstanding Mr. Kruger's declared abhorrence of the employment of armed Kaffirs in the war, five or six of them were found aiding the enemy on the ridge, and Lieutenant Lambton was wounded by one of them.

GENERAL LOUIS BOTHA AND HIS STAFF.

(From "Buller's Campaign with the Natal Field Force of 1900." R. Brimley Johnson.)

Space is wanting to follow Dr. Knox through all his heroic story. The capture of Hlangwane, the key of Colenso, and all the tremendous fighting which occurred before Ladysmith was relieved, and many dramatic personal episodes are recorded faithfully and well. When shall the glory fade of the courage, the endurance, the gallantry of the forces which have shed such lustre on British arms? One scene on Hart's Hill is both dramatic and terrible. The Boers came out to the wounded Inniskillings with a red cross, and used it to despoil the poor fellows and their dead comrades, and when some attempted to crawl away they were deliberately shot at close quarters. What wonder that we opened fire? Could any soldiers in like circumstances have been restrained?

Dr. Knox does not talk "shop" in his excellent book, but has placed in an appendix some notes on the medical aspect of the Natal Campaign which add to the value of the volume. The pictures that accompany it are extremely interesting, and include some of unfamiliar character depicting life with the Boers in the field. Much as has been written concerning the events in Natal, we are very glad to welcome this admirable addition, which as a personal and descriptive narrative has, perhaps, no rival.

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VARIETIES IN LIFE ASSURANCE.

By F. HARCOURT KITCHIN.

THE present is an important time of the year for those who take an interest in life assurance subjects. The companies are issuing their reports, showing how the past year has treated them, and what their prospects are as regards the future. It is very important that these annual statements should be carefully watched by the public. Not only do life assurance companies differ greatly when compared one with another, but individual offices sometimes entirely change their character in the course of a few years. The change may be for the worse or for the better. As a rule, improvement is gradual, whereas deterioration is rapid. What the public want is an office which is steadily improving, and not one on the down grade. In matters of this kind some guidance is desirable, in order that defects may not be overlooked and merits fully recognised. I shall be saying a good deal in the course of the next few articles about individual company reports, and I am going to begin now.

THE ENGLISH AND SCOTTISH LAW.

A healthy office is one which has a steady inflow of new business every year, enough and more than enough to make up for the necessary waste through deaths and withdrawals, and which at the same time does not pay an extravagant price for it. It is not difficult to get a large new business at the expense of old clients, but the practice is not to be encouraged. Last year the English and Scottish Law issued new policies for £453,229, as compared with £414,873 in 1900 and £504,331 in 1899. The actual amounts assured at the beginning of 1901 were £6,822,545, and at the end of the year were £6,970,036. The business was, therefore, more than maintained. Nearly two-thirds of the new business was issued "without-profits," which I regard as satisfactory. Life offices cannot pay large bonuses to with-profit policy-holders, unless they have a considerable proportion of their business under the without-profit tables. Too many with-profit policy-holders are like too many partners in a business. The available profits have to be divided among so many claimants that they cut up very small. If with-profit policy-holders merely received the bonuses which were actually earned by their premiums, it would hardly be worth while for anyone to take such policies out; they get the profits from all classes of the business, and it is in their interest that there should be as many contributors as possible and as few participators as possible. At the same time, the competition between life offices is so keen, and the without-profit premiums are cut so fine, that those who pay them get very good value for their money. Personally, I am disposed to advocate without-profit business and to urge its value as compared with participating business. As life business is situated at present, the chances are about two to one in favour of a without-profit policy-holder getting better value for his money than one who goes in on the with-profit scale of premiums. Most of the business of the English and Scottish Law Office is, like its name, English and Scottish, and there is no better life business in the world. Colonial and foreign assurances are expensive and not usually profitable. I have already, in previous articles, described some of the attractive features of this company. Its policies combine investment with insurance, and get over many of the objections which are commonly urged against life assurance. Naval and Military offices are usually charged an extra premium of 10s. per cent. per annum until they retire from the Service, but they are admitted without an extra under the "double endowment" plan, in which a much larger sum is payable at the end of a term of years than if death takes place earlier. The life funds of the company increased during 1901 by £33,437 to £2,026,756, after making allowance for depreciation in investments. It is a strong and progressive office, and may be specially recommended for without-profit investment assurances.

SCOTTISH AMICABLE.

This office has had a good year. The new policies issued amounted to £539,028, as compared with £466,920 in 1900 and £516,635 in 1899. The claims were rather heavy in amount, but as they were for the most part due to deaths of old clients the incidence was favourable. The average age of those who died was sixty-six. I may explain that when a policy-holder who has been assured for a great many years dies the amount of his claim with its accumulations of bonuses may be very large, but, as a life office's reserve against this particular claim will be correspondingly large, there is practically no strain on the resources of a company. In other words, the company has already made a considerable profit out of the policy. The expenses of management and commission increased last year from 13·3 per cent. of the premiums to 15·6 per cent., but as the latter figure included the valuation expenses the increase was not of importance. The Scottish Amicable offers considerable advantages to with-profit policy-holders; its bonuses went up at the recent valuation from 30s. per cent. per annum on new policies to 35s. per cent. per annum. The bonuses on old policies were at much higher rates, since the additions are calculated on previous bonuses as well as on the sums assured. Some old policies received as much as £3 18s. per cent. per annum for the five years of the valuation period to December 31, 1900. The office is very strong, and assumes a rate of interest of only 2½ per cent. in its calculations. This company pays much attention to the investment side of life assurance, and will make arrangements to pay the widow of a policy-holder an annuity at the rate of 5½ per cent. per annum on the amount of the husband's policy. The sum assured becomes payable, on the death of the widow, to the children or other heirs. Under this scheme the future bonuses are estimated at 30s. per cent. per annum, and as the actual bonuses even in these hard times are 35s. per cent. per annum, the scheme is reasonably sound. I think, however, that combined assurance and annuity policies of this description are better taken out without-profits, even if the premiums are slightly higher than those charged when future bonuses are "discounted." The company also issues endowment assurance policies, under which, after a specified age, 5 per cent. per annum is payable on the sum assured, and bonuses to the policy-holder himself, and the total assurance money is still left intact for the benefit of the widow or other heirs. These are one or two of the methods which the Scottish Amicable Society has adopted. There are many more. The funds amount to £4,283,064. The society is sound beyond question, and its methods are business-like and liberal. Altogether it is a good company.

BRITISH EMPIRE MUTUAL.

The British Empire Mutual Life Assurance Company is doing an important work, not only in the United Kingdom, but also in India and Canada. Last year the company issued policies for £579,749, which was rather less than the new business done in 1900. A valuation has also been made up to the end of 1901, and a bonus of 25s. per cent. per annum has been declared upon English and Indian with-profit policies in the general section, and of 27s. 6d. per cent. per annum in the temperance section. These bonuses were at the same rate as the two previous valuations. As I have already pointed out, the mere amount of a company's bonus does not count for much unless one considers also the rates of premium which it charges. For instance, the Canadian policy-holders in the British Empire Company do not get any bonuses at all this time in consequence of the serious fall in the rate of interest which is obtainable in the Dominion. At the same time the Canadian premiums are a good deal less than the English premiums, a circumstance which has been in favour of the Canadian policy-holders. When the British Empire Company went to Canada some twenty years ago rates of interest which could be earned upon local investments ran up to 6 per cent. per annum—sound investments, too—now the average rate is about 4 per cent. per annum. With this fall in the rate of interest the case for lower premiums in Canada has disappeared, and I am glad to learn that the British Empire Company is offering its Canadian clients the option of sharing in the profits of the English section, by paying the corresponding English premiums, or of remaining as they are at present. I should recommend them to make the change. Life assurance in Canada is only conducted in these days at considerable cost, owing to the reckless competition of weak local companies. It will pay Canadians much better in the long run to assure with a strong English company like the British Empire, even if the premiums are higher than those of some of the local companies which cannot compare with it in security. Security in life assurance must always be the first consideration. It should also be remembered that a good English company will not pay the extravagant commissions which are demanded by many Canadian agents, and this economy of practice is for the benefit of the assured. For several years past the British Empire Company has steadily diminished its rate of expenditure, to the advantage of its clients. During last year the funds increased by £101,384 to £3,014,940, after allowing for depreciation. The valuation, which was made upon a more stringent basis than heretofore, showed a substantial surplus. On December 31 last there were 24,701 policies in force, assuring £8,661,271, including additions by way of bonuses.

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THE NAVY & ARMY ILLUSTRATED.

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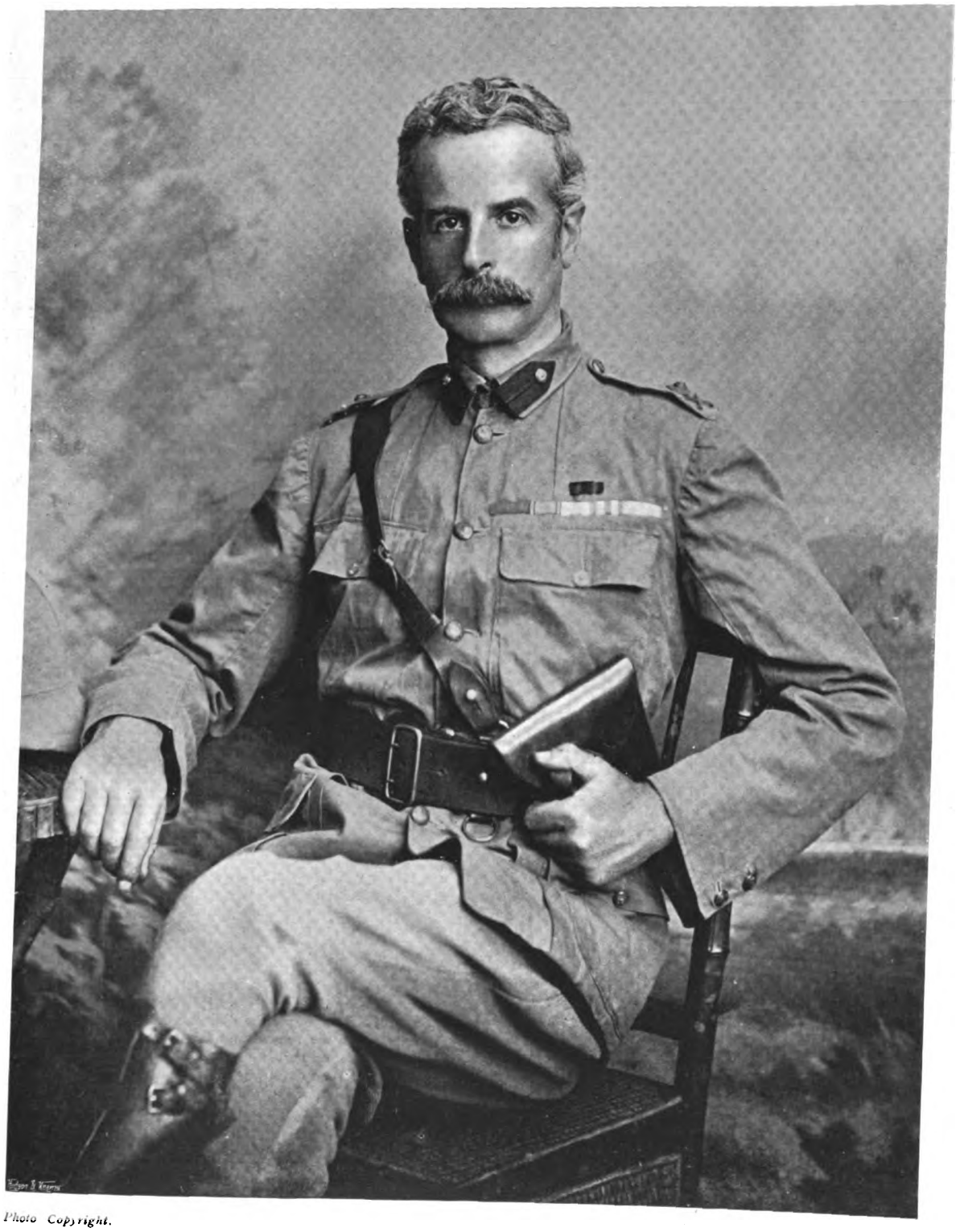

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CANADA'S NEW MILITIA COMMANDANT.

MAJOR-GENERAL THE EARL OF DUNDONALD, C.B., M.V.O.

Lord Dundonald had already done good service with the Camel Corps on the Nile in 1884-85 before he went out, as an ex-commanding officer of Life Guards, to South Africa. His services as the leader of a mixed Cavalry Brigade in front of Ladysmith are sufficiently recent and familiar to need no recapitulation, and it is universally admitted that when he goes to Canada in June as the General Officer Commanding the Dominion he will be emphatically the right man in the right place. He is a warm believer in the citizen soldier, and as a dashing leader in the field he will be warmly welcomed in Canada, where a personality like his is thoroughly understood and appreciated.

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NAVY & ARMY ILLUSTRATED.
A PICTORIAL RECORD OF THE WORLD'S NEWS.
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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

The "Navy and Army" Rifle Trials.

"SOME," said the jesting letter to Malvolio in "Twelfth Night," "are born great; some achieve greatness; and some have greatness thrust upon them." We will quote Shakespeare to our purpose with a little change of words, and say that, while some men are born litigants and some achieve litigious fame, there are others who have litigation thrust upon them. In the latest category we stood ourselves when we were lately called upon to appear in the Westminster County Court in the case of "Rosling *v.* NAVY AND ARMY ILLUSTRATED." This action was concerned with the award made by us after the rifle trials which we held a little while ago. Our sole object in inviting competition was to discover, if we could, which were the best and the cheapest rifles in the market, suitable for use by members of the rifle clubs that are being formed all over the country. It is most desirable that the members of these clubs should provide themselves with a really useful arm, and it is necessary that they should be able to purchase such an arm at a reasonable price. It seemed to us that we should be doing a service to the country if we could, after repeated trials and tests, direct attention to the kind of rifle which could most safely be recommended for target shooting. It has been repeated over and over again during the past year or two that able-bodied men ought to turnt heir attention to this form of recreation.

From the Prime Minister and the Commander-in-Chief downwards, nearly all our prominent public men have spoken or written in favour of the rifle-club movement. And there can be no doubt that it is a movement which well deserves support. It is not necessary to exaggerate its importance, as some have done, and to speak of England being in peril of invasion because Englishmen are not trained, as a nation, to the use of arms. In fact, talk of that kind damages the movement. All sensible people, who have thought out for themselves the problems of national defence, know that the inviolability of our shores must depend upon the activity and efficiency of the Fleet. Should our Naval defence fail us, then it would benefit us little that the manhood of the kingdom should be able to shoot, even if every man-Jack amongst us were a Queen's Prize winner. It is a great pity, therefore, to speak of the rifle-club movement as if it were intimately connected with the defence of the country against possible invasion. What it may do is this. Besides affording a pleasant, interesting pastime, well calculated to train the eye, to discipline the nerves, to steady the hand, it may give us a large reserve of expert riflemen upon which we could draw in such an emergency as arose two years ago. Add to frequent range practice a little drill and physical exercise, and you qualify your rifle-club men to be useful volunteer soldiers whenever occasion for their services should arise.

We spared neither trouble or expense to make the trials as complete as possible. In the course of them several interesting new facts about powder became clear. One particular powder, "Greenerite," proved to be most useful, and this is probably the powder that will come into general use for rifle trials. As soon as the tests were at an end, an award of prizes was announced. We had stated distinctly the terms upon which competitors' efforts would be judged, and the award was made accordingly. But then came in a dissatisfied competitor, asserting that we had not correctly interpreted our own rules. And the action in the Westminster County Court was brought to decide whether we knew our own meaning, and had abided by the letter as well as the spirit of our conditions, or not. So, for no fault committed, for no duty left undone, simply because we had undertaken what we conceived to be a patriotic task, we had litigation thrust upon us. However, the result has fortunately justified our action. The decision of His Honour Judge Lush Wilson, printed below, is entirely in our favour. It would have been hard, indeed, if an honest and disinterested endeavour to do the community some service had been rewarded by an adverse legal judgment upon such a point as the action raised. As things are, there is no particular need for us to complain. Increased publicity has been given to the result of the trials, our competition has been more widely discussed, and our effort to assist rifle clubs to secure, at the most moderate outlay, the most suitable rifles for their purpose, has been brought to the notice of many persons interested who might otherwise have remained ignorant of it.

IN THE WESTMINSTER COUNTY COURT OF MIDDLESEX.

ROSLING *v.* "NAVY AND ARMY ILLUSTRATED."

Judgment of His Honour Judge LUSH WILSON, K.C. (dated March 20, 1902).

This was an action brought to recover £12, the amount of certain prizes offered by the defendants to the winners in certain "Rifle Trials," and alleged to have been won by the plaintiff, in accordance with the regulations for such trials, published in the defendants' number of February 9, 1901.

It was admitted that the plaintiff and Holmes competed for the prizes offered by the defendants, on the dates fixed in the Regulations; and that, if the defendants were entitled, having regard to such Regulations, to disregard the consideration that the points made by Holmes were made while shooting with cartridges containing different kinds of powder (*i.e.*, "black" and "nitro" and two or more separate kinds of "nitro"), they (the defendants) were entitled to award, in the manner they did, hereinafter described, the prizes in question to Holmes, and that this action must fail; but that, if the competitors were, in respect of the targets, the subject of each competition for prizes, confined to the use of cartridges containing the same description of powder or only the particular kind of powder for which one entry was made, the defendants should have awarded the prizes in question to the plaintiff, instead of to Holmes; and that the plaintiff is entitled to recover.

The plaintiff, in fact, entered a "Jeffery" rifle for *two powders* in the £4 class; Mr. Holmes a "Greener" rifle for *four powders* in the same class. The plaintiff made 195 points with one powder. Holmes failed to make so many points with one powder, but made 198 points with *two* powders. The plaintiff made 195 points with *one* "nitro" powder. Holmes failed to make so many points with one powder, but made 195 points with *two* "nitro" powders. The defendants awarded the prize under the 2nd Trial provision to Holmes, and *divided* the prize under the 4th Trial provision between the plaintiff and Holmes.

"The two 'trial provisions' material are the second and fourth in the 9th Regulation: 'For the best *three targets* in each of the *three classes*,' and 'For the best *three nitro* powder targets in any *class*.' The 16th Regulation defines the three '*classes*' as *rifles* of the value of £4, £6, and £10 respectively. The 2nd Regulation provides that each rifle entered will be entitled to shoot three targets on each day, subject to a certain proviso, immaterial to the question at issue. The 3rd Regulation is as follows: 'Any rifle may be entered for two or more powders, the entrance fee being separate for each, and when so entered it will be treated as a separate entry, and will be entitled to shoot as in Rule 2 for each different powder, but it must be separately entered for each.'

"Mr. Bankes, for the plaintiff, contends that the effect of this regulation is to import into the second and fourth trial provisions in the 9th Regulation the implied condition that the three several targets mentioned therein must be shot for with the same description of powder.

"Mr. Cababé, for the defendants, contends the contrary.

"The point in question appears to me to depend upon the meaning of the words above quoted of the 3rd Regulation 'separate entry' and 'it will be treated as a separate entry.' It is clear that there are no words in the 9th Regulation to indicate any such intention as contended for by the plaintiff. It seems also clear that the primary object of the competitions was the test of the classes of *rifles* in the hands of the competitors. But it is necessary to give effect to the 3rd Regulation. Am I bound to limit the generality of the words in the 9th Regulation as contended for? I have arrived at the conclusion that I can give effect to the 3rd Regulation without reading it into the 9th Regulation in the sense contended for. I think the words 'and will be entitled to shoot one, two, or three times as in Rule 2' explain why a separate entry was required, and how it was to be treated. It was to be treated as entitling the entering competitors to the three targets, each of ten shots, that each rifle entered was entitled to. In other words, a competitor competing for the same prize with two different powders would get twice the number of opportunities or chances as a competitor competing with *one* powder only. I am of opinion, therefore, that being able to give effect to the 3rd without reading it into the 9th Regulation, I am not obliged, or even entitled, to cut down or limit the generality of the words in the latter Regulation, and that I must therefore give judgment for the defendants, with costs. I see no sufficient reason for making a special order as to the costs."

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THE TERRIBLE GUN ACCIDENT ON BOARD THE "MARS."

LIEUTENANT MILLER.

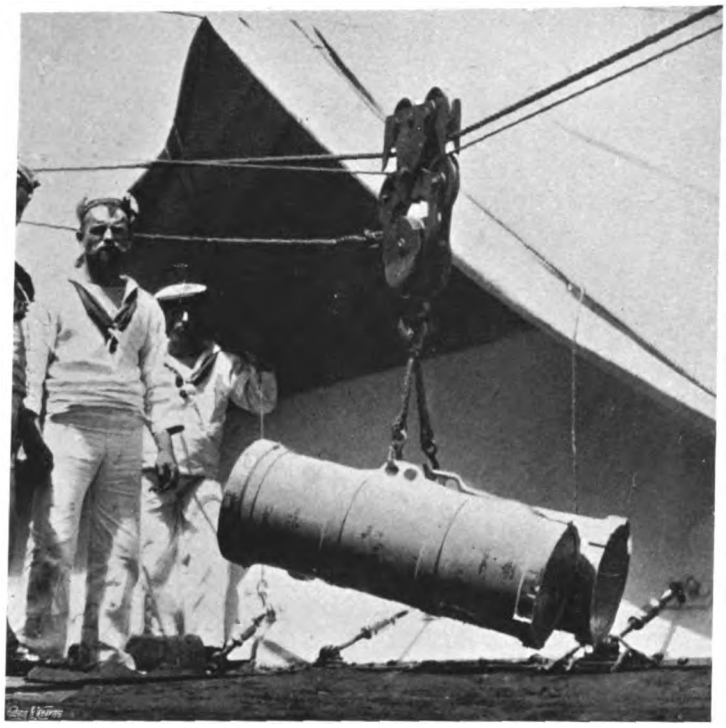
LIEUTENANT BOURNE.

THE task of recording in these pages such a terrible catastrophe as that which occurred off Queenstown on April 14 is a very sad one. We feel sure that our readers will join us in an expression of deepest sympathy with the relations of those who lost their lives in the service of the country.

Till the result of the official enquiry is known the cause can only be conjectured, but the circumstances as described by eye-witnesses in the daily papers may be placed on record here.

The Channel Squadron were carrying out the usual target practice, each ship firing at a target towed past her by another ship. The "Mars" had completed her practice, except for the guns in the fore turret. With these guns several misfires had occurred, and the order was given to change the main electric circuit for the spare or auxiliary one. What followed after this is not quite clear, but we give the version which appears to be generally accepted in Naval circles, pending the result of the enquiry. The charge of cordite in the gun was probably that most generally used in practice, viz., a half-charge. The "Mars'" gun is a 12-in. wire-wound breech-loading weapon, and the projectile is rammed home by means of a hydraulic rammer. On the base of the projectile is a soft metal ring, which cuts into the rifling of the gun and makes the shell an air-tight fit in the bore. The half-charge of cordite is now inserted in a bag. This bag, since it only fills half the chamber of the gun, should be entered carefully, so that it shall touch the breech-block when the latter is closed, and be close up against the ignition tube. This is possibly one mistake that was made—namely, that the charge entered too far into the gun and may have been a foot or more away from the breech-block and ignition tube. Now on the breech being closed the charge is in a practically air-tight chamber, sealed at one end by the projectile, at the other by the breech-block. The order to fire was now given, and the tube was exploded. The flash of it, however, was only enough to cause the bag containing the cordite to smoulder slightly, there not being sufficient oxygen in the chamber to give this small flame a chance of spreading. A pause, as directed by the drill book, was now presumably waited, and then came the order to open the breech. Directly the breech was unlocked and the outside air entered the chamber, the smouldering flame revived and the charge exploded, with terrible results to the occupants of the turret. Whether or not this is what really happened we may never know, but it is evident that a misfire had occurred, that a pause had been waited, and that the breech of the gun was unlocked, since it is stated that the threads of the screw were uninjured. This "hang-fire" phenomenon, as it is called, is well known to all gunners. It will occur with powder as well as cordite (though more pronounced with the latter), and is independent of whether the system of firing is electric or percussion. It is not at all an unusual occurrence, and every man with any experience of years must have seen instances of it. The scene in the turret after the catastrophe appears to have been one which baffles description. Eye-witnesses on board other ships describe how the unfortunate men were blown in the air out of the sighting hoods.

The two officers killed were well-known men in the Service, and more than usually promising. Lieutenant Bourne and Lieutenant Miller both held the hard-earned five first-class certificates which give early promotion and are the first real stepping-stone to distinction in the Naval Service.



THE CORDITE CHARGES.

The charge is made up in four parts, each weighing 41-lb. 13-oz., making a total of 167¼-lb. for the full charge.

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THE FORE BARBETTE.

The accident occurred with the left or port gun.

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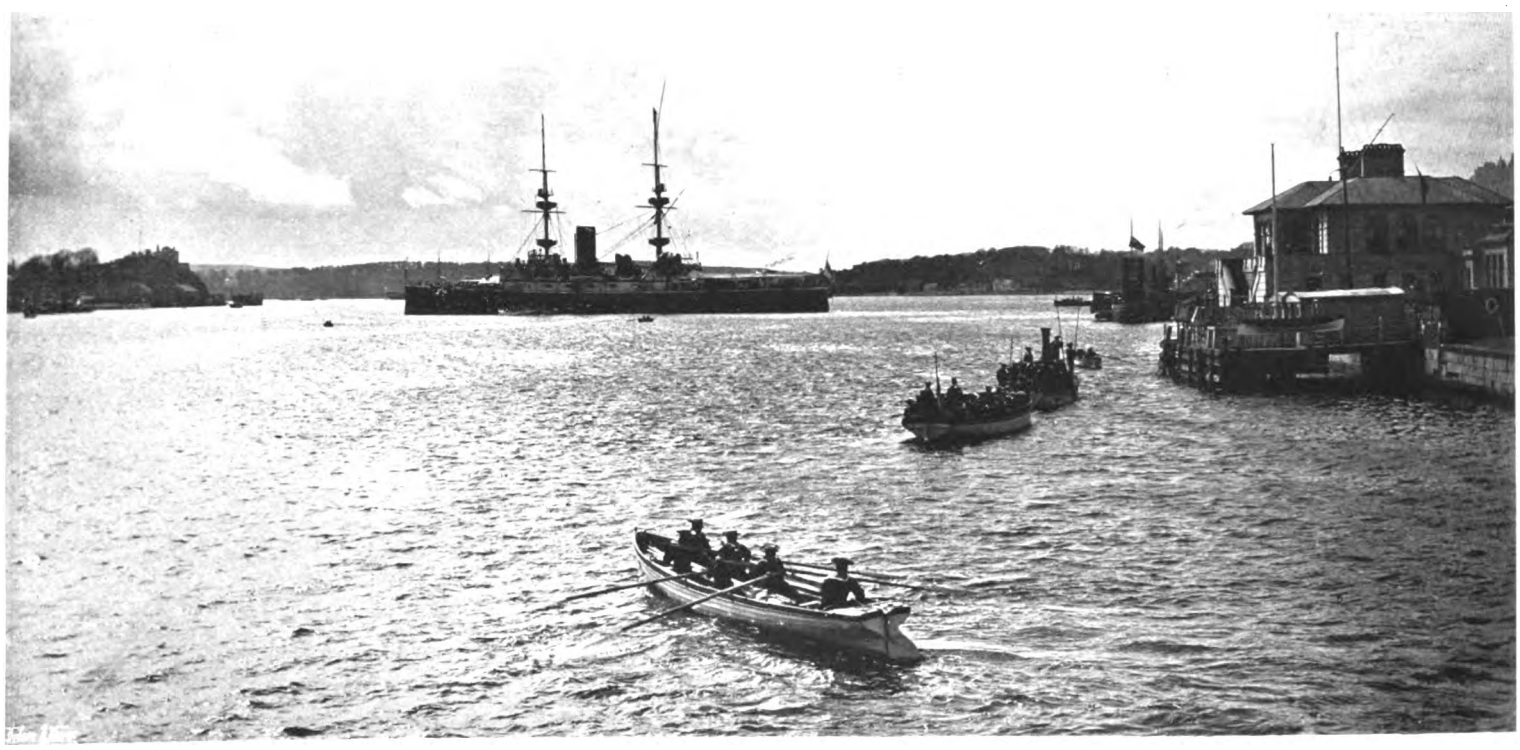
THE DISASTER ON BOARD THE "MARS."



FUNERAL OF THE EIGHT VICTIMS AT QUEENSTOWN.

The steam launch of the "Mars" towing the barge with the bodies on board to the Naval pier.

Photos. Copyright.

LAST HONOURS TO THEIR DEAD COMRADES.

Bluejackets and Marines presenting arms as the coffins pass on their way to the biers.

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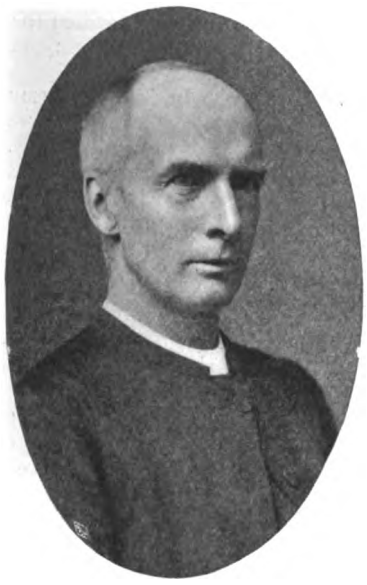
THE CHAPLAINS' GENERAL.

ON the retirement of the Rev. J. B. Harbord from the Chaplaincy of the Fleet, and the Rev. W. E. Smith from the Inspectorship of Naval Schools in 1888, it was decided by the Admiralty to amalgamate these two offices, and the double office was offered to the Rev. J. C. Cox-Edwards, M.A., at that time Chaplain of Portsmouth Dockyard, by whom it was accepted.



THE REV. J. C. COX-EDWARDS.
Chaplain of the Fleet and Inspector of Naval Schools (Retired), Honorary Chaplain to the King.

The new Chaplain of the Fleet and Inspector of Naval Schools was a man of considerable experience, both as a parish priest and as a chaplain in the Royal Navy. Before entering the Service he had already completed about eight years of clerical work ashore. As chaplain he had seen foreign service in China, Australia, and the Mediterranean, and at home had filled appointments on the coast of Ireland, at Devonport in the flag-ship and "Impregnable," and at Falmouth in the "Ganges."

There were, however, grave doubts whether he would be able to sustain the burden of the double office to which he had been called. Nor can it be denied that there was a certain soreness felt by those chaplains who were not Naval Instructors as well at an appointment which seemed to point to the ineligibility in the future of those who were chaplains only for the honoured office of Chaplain of the Fleet. Mr. Cox-Edwards, however, completely justified the expectations which had been formed by those who selected him as to his ability and suitableness for what proved to be a very onerous position. It is no secret that he won great respect and admiration at the Admiralty by his untiring energy, tact, and administrative capacity. The work was quite beyond the powers of any ordinary man. But Mr. Cox-Edwards was not an ordinary man. He was a perfect glutton for work, happiest when busiest, yet able, when the day's work was done, to throw off the cares of office and leave his worries behind him. In his dealings with the various questions, some of them bristling with difficulties, that came before him, he showed a tact and judgment that were often successful in solving very difficult and delicate problems in reference to religious work among Naval men.

His work as Inspector of Naval Schools took him all over the country; to Portsmouth, Plymouth, Falmouth, Chatham, Sheerness, Walmer, Scotland, Ireland, and even Malta, to say nothing of routine work at the Admiralty. But he never forgot the duties of his greater office of Chaplain of the Fleet, not contenting himself merely with questions of the entry and disposal of chaplains to their various ships, but interesting himself in their work and in all matters concerning the spiritual welfare of the Navy. Recognising the valuable nature of his services, their Lordships extended his appointment, which was originally for five years, for another six, at the expiration of which he was succeeded by the Rev. J. H. Berry.

When Chaplain of Portsmouth Dockyard, he took a keen interest in that noble institution, the Seamen and Marines' Orphan Schools and Female Orphan Asylum, of which he was honorary chaplain, making a point of knowing all the children by name.

Mr. Cox-Edwards became commissary to his friend Bishop Corfe of Corea in 1895, and was gazetted Chaplain to the Queen in 1896. He wears the Egyptian medal and Khedive's star, having been present at the bombardment of Alexandria in 1882. Soon after his retirement he was presented by Mr. Balfour to the valuable living of Ecton in Northamptonshire, a reward for faithful service which we hope he may live long to enjoy.

FROM sailor duke to sailor boy, all who have known him from the day he joined the old "Crocodile" Indian troop-ship in 1879 to the present day, in which he occupies the honoured position of Chaplain of the Fleet and Inspector of Naval Schools, have regarded the Rev. W. Stuart Harris as fulfilling the ideal laid down in the admirable sketch of a Naval chaplain's duties in the King's Regulations and Admiralty Instructions, viz., that the chaplain should be the friend of all on board. He reckons his friends by troops among all ranks of the Service, and his selection for his present important position was regarded by the Navy generally as a suitable reward for strenuous and conscientious service.

On leaving Trinity College, Cambridge, after taking his degree, Mr. Harris was ordained to the curacy of New Sheldon, in the diocese of Durham, a capital training-ground for one whose life-work was to be among men. The Durham miner may not be distinguished for elegant manners, but he likes *a man*, and to deal effectually with him requires just those qualities which appeal to men everywhere.

In 1879 Mr. Harris obtained his commission as Chaplain in the Royal Navy, the old Indian troop-ship "Crocodile" being his first ship. From the "Crocodile" he went to the "Revenge" for a short time, returning to the Trooping Service in 1880, when he joined the "Euphrates." These old Indian troop-ships, with their hundreds of passengers, including, besides the military officers and men, ladies, women, and children, in addition to the ship's company, were, in effect, small but densely-populated parishes, affording unusual opportunities to a zealous chaplain, especially on the homeward voyages, when there would be sometimes as many as 400 invalids on board. Into this work Mr. Harris threw himself with sympathetic energy and a cheerful tact that won all hearts.

His next ship was the "Téméraire," in which he served for five years (1881-86), and was present at the bombardment of Alexandria in 1882 (he possesses the Egyptian medal with Alexandria clasp and the Khedive's bronze star). His work is now purely Naval, and we find him to the fore in everything for the benefit of his friends on board. He rallies willing helpers round him. Sunday services are bright and hearty; choir practices, meetings of the ship's branch of the Naval Church Society, Bible classes; and, on the secular side, concerts, sports, and picnics. At all of these he is the life and soul—in fact, "a proper ship's parson." Five years at a stretch is a long spell up the Straits, especially with a touch of Malta fever thrown in; but he took everything as it came, and was happy.

THE REV. W. S. HARRIS, M.A.
Chaplain of the Fleet and Inspector of Naval Schools.

From 1886-88 we find him in the "Indus" at Devonport, receiving-ship for stokers, a difficult post, calling for much patience and tact, for the men were constantly coming and going, and therefore very difficult to get hold of. But he tackled the job with his accustomed cheerful energy, and here also succeeded in making his influence felt for good.

In 1888 we find him back again in the Mediterranean, where he succeeded the present Bishop of Corea in the "Alexandra," flag-ship of the Duke of Edinburgh.

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In 1889 he went to the Channel Squadron for a while, returning to Malta once more in 1891, this time to "a stone frigate," in the shape of the dockyard and hospital, a position which taxed even his energy and devotion to the full. From early morning till late in the evening his Sunday duties kept him going to and fro, from hospital to dockyard and *vice versâ*, while his work at the hospital often involved a heavy strain on his sympathy and endurance when large batches of invalids came in from the Levant, including "bad cases" of typhoid and Mediterranean fever.

Not content with his particular work at the dockyard and hospital, we find him taking the lion's share in the task of establishing a Naval Church Institute for the men of the Mediterranean Fleet, and running a bright little magazine, which he called, appropriately enough, "Up the Straits," for their entertainment. Nor were the dockyard apprentices, the school, or the choir forgotten. Cricket clubs, picnics, winter evening entertainments, the chaplain kept them all going.

At last, after ten years of service "up the Straits," Mr. Harris was given an appointment in England, being sent to Haslar Hospital in 1896. No sinecure that, however! The work is necessarily of a depressing character, involving considerable strain upon the nerves. It must be remembered that though doctors and nurses are many there, there is only one chaplain. No wonder, then, that after two years he welcomed the change involved in his transference to the Royal Marine Artillery at Eastney. However, in those two years he succeeded in completing the good work, begun by his predecessor, of transforming the ugly hospital chapel into a well-ordered and almost beautiful house of prayer.

At Eastney he found himself back again at what was practically parish work, with a touch of the Service thrown in, and there he remained, hard-worked and happy, until the call came to his present honourable but arduous position at the Admiralty. His appointment to the office of Chaplain of the Fleet and Inspector of Naval Schools has given peculiar pleasure to the chaplains who are not Naval instructors, all previous appointments to that office having been made from among those who were also what are known in the Service as "Double-barrels."

THE appointment of the Right Rev. J. Taylor Smith to be Chaplain-General to the Army in succession to the Rev. J. C. Edghill, D.D., who vacated the appointment last year, came somewhat as a surprise to the Army in general and to the Chaplains' Department in particular. Into the precise reasons which led the Secretary of State for War to look beyond the existing departmental establishment in order to fill up this important vacancy it is not our business to enquire. But the fact remains that he did look altogether outside the list of Army Chaplains, and for that reason it is not possible for us to expatiate at any length on the previous association of the present Chaplain-General with the Service of which he is the ecclesiastical head.

The Right Rev. J. Taylor Smith is not, however, without military experience, and that, too, of a more or less warlike sort. For he was Chaplain to the Forces in the Ashanti Expedition of 1895, and in that capacity won the marked regard and esteem of those with whom he came in contact. In 1897 he was appointed Bishop of Sierra Leone, and it was while he was holding that position in 1901 he was selected to succeed Dr. Edghill as Chaplain-General. There is much in the work of a Colonial diocese which should be an excellent preparation for the administrative cares and responsibilities of the Chaplain-Generalship, and we make no doubt that the admirable qualities displayed by Dr. Taylor Smith on the West Coast of Africa will have useful scope in the position he now occupies at the War Office and in relation to the Army at large.

The appointment of Chaplain-General is a singularly important one, outside its higher associations. It involves, however, a headship which is not without administrative complications. Prior to 1858 the Army Chaplains' Department consisted entirely of clergy of the Church of England, but in that year General Peel, who was then Secretary of State for War, increased the establishment by the appointment of fifteen Roman Catholic and five Presbyterian chaplains. It should be clearly understood that the Chaplain-General, although a War Office departmental chief, has no control over the services of the Roman Catholic and Presbyterian Army chaplains, and officiating clergy of other denominations.

Of the Church of England chaplains, of whom there are about seventy, arranged in four classes, and ranking as colonels, lieutenant-colonels, majors, and captains, the Chaplain-General is the titular and administrative head. The Roman Catholic and Presbyterian chaplains arrange their own duties under the general officers commanding the districts in which they are posted, their administrative head being the Permanent Under-Secretary of State for War.

The Army Chaplains' establishment is of respectable antiquity, being in fact coeval with the Regular Army, or very nearly so. When Charles II. took over at the Restoration the few corps which really constituted the nucleus of our present regimental system, he took care to provide them almost immediately with chaplains, who were fully commissioned, and under the direct orders of the officer commanding. This was in 1661, the year which first saw the appointment of a Secretary at War, and which by some is regarded as the birthyear of the British Army of to-day.

It is interesting to note that in these early days the Army followed the Naval practice of having a daily Divine Service. In the 18th Article of War, 1662, it is expressly enjoined that "the Chaplains to the troops of guards and others in regiments shall every day read the Common Prayer of the Church of England to the soldiers under his charge . . . . and shall preach as often as shall be thought fit."

Photo. Copyright. Russell.

THE CHAPLAIN-GENERAL OF THE ARMY.

The Right Rev. Bishop J. Taylor Smith, D.D.

It is painful to be obliged to add that the early history of the Chaplains' Department was not a record of unsullied purity. Towards the end of the eighteenth century the abuses arising from the sale of chaplains' commissions grew so serious that it became necessary to appoint a Royal Commission to enquire into them. For the last 100 years no Army Chaplain has been allowed to sell, exchange, or transfer his commission. In 1809 a second Royal Commission was appointed, and the present Army Chaplains' Department instituted.

Several notable men have held the post of Chaplain-General, among them Mr. Gleig, the well-known writer, whose biographies provided Macaulay with texts for some of his most brilliant essays, and whose "Subaltern" at one time enjoyed a considerable reputation.

The Department has produced one V.C., Mr. Adams, who won his Cross while serving under Lord Roberts in the Afghan War, and several Army chaplains have of late received the Distinguished Service Order.

Everywhere throughout the Service the Army Chaplain—the *padre*, as he is affectionately called—is recognised as one of the soldier's very best friends, and the single-minded devotion to duty which habitually marks the individual Army Chaplain is, in its way, quite as impressive as the solemn ceremonial of some grand "military service" in one of our great cathedrals. The Chaplain-General of the Army may well be proud to be the head of a department containing so much that is in the closest contact and sympathy with all that is best in the life of the soldier, and there can be no question that in the wise administration of his great trust he exercises a very profound influence over all ranks of the Service. For in the everyday association of the *padre* with the soldier, an association broken neither by foreign nor active service, there is a powerful aid to that all-round process of "levelling-up" which every Army, whatever its origin and training, naturally and constantly requires. The improved class from which our soldiers are drawn, and the fact that they are otherwise on an altogether different plane from the soldiers of fifty years back, may make the Army Chaplain's work easier and pleasanter, but they do not make it any the less indispensable and important.

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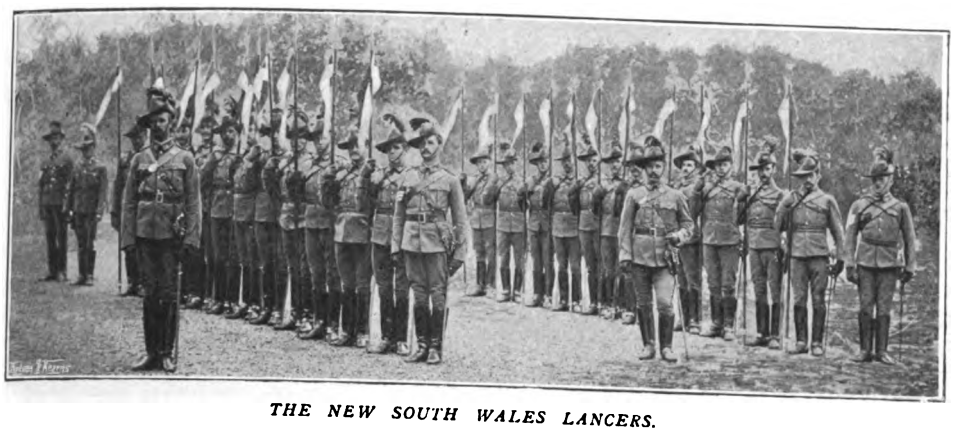

THE NEW SOUTH WALES LANCERS.

LUNCH ON THE VELDT.

BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

By IMPERIALIST.

IN these notes it has been consistently recognised that one of the most seriously valuable results of the war in South Africa would be the better organisation of those tremendous resources the existence of which the war itself has so brightly revealed to us and to the world at large. But we have also endeavoured, as consistently, to avoid falling into the common error that all the organisation would fall to the share of the Mother Country, and that the great Colonies would cheerfully accept any scheme which we, in the plenitude of our wisdom and experience, chose to suggest to them. That NAVY AND ARMY ILLUSTRATED has been clearly justified in this view of the case has been sharply demonstrated by one or two incidents which, during the past few months, have indicated Colonial independence of thought in this matter. But, still more recently, the details which have been forthcoming regarding Cana la's intentions of increasing her military strength constitute a pretty clear pointer in the same direction. These cannot but be taken to indicate that at least one great Colony is beginning to understand its own strength, and, while quite willing to continue sharing the burden of Empire, intends to have a distinct voice in arranging that the burden shall be adjusted to its own satisfaction.

It is not at present very clear how much of the new scheme for a Reserve Force in the Dominion, by which the Active Militia will be increased to a total force of 100,000 men, is due to its sponsor, Major-General O'Grady Haly, and how much to the very sagacious Minister of Militia, Mr. Borden. But one point cannot fail to strike the most casual reader, and that is the purely local character of the organisation, and the utter absence of any direct affiliation with an Imperial system, such as has been formulated in varying degrees of completeness and complexity by irresponsible home critics. The obvious intention of Canada is to see that her weapons of defence are up-to-date and in good order before she considers whether they are of the sort that commend themselves to the Mother Country for borrowing purposes in an Imperial emergency. This is perhaps rather a crude way of putting it, but in such matters plainness of speech appears to be the main desideratum. On the other hand, there is, of course, ample cause for satisfaction in the thought that, in levelling up her Militia to the highest standard compatible with local exigencies, Canada is clearly doing much to help the Empire by providing for the existence of a much larger and better-trained body of men, from which contingents will no doubt be forthcoming in future emergencies with the same readiness and effective result as in the case of South Africa.

Turning to the Canadian Militia Report for last year, in its relation to the future increase, one cannot but be impressed by the important change which has come over the public mind in Canada of late years in regard to the outspoken criticism of existing military conditions. Not so very many years ago it might not have been difficult for an officer commanding the Canadian Militia to furnish such a straightforward report as General O'Grady Haly's, but it would have been extremely difficult for him to retain, as the officer named appears to have done, both the esteem of Canadian statesmen and the respect and liking of the public. There is probably no stronger indication of the likelihood that at a very near date Canada will loom large on the horizon as an important military power than this ready acceptance of the doctrine that a good deal of reform is necessary before, even as a defensive organisation, her Militia can be regarded as efficient. In this connection it is surely very much to General O'Grady Haly's credit that, having taken over his appointment as a temporary measure, and at a very disturbing juncture, he should not only have spoken his mind very freely on a variety of points connected with his duties of command and inspection, but have assisted the Minister of Militia in the preparation of a very important and comprehensive scheme of increase and reform.

The details of the new scheme are not before the writer in their entirety, but it would appear that the contemplated improvements are highly practical and comprehensive in their scope. The idea is not merely to produce a numerical increase from about 36,000 to 100,000, but to make sure that the added strength shall be accompanied by added all-round efficiency. It will be remembered that Canada possesses, in addition to its Active Militia, a small force of Permanent Troops which are primarily intended to furnish the Militia with schools of instruction. This force, now about 1,000 strong, is, it appears, to be largely increased, a measure which is obviously equivalent to strengthening the professorial staff at a college or university, and one the desirableness of which is not invariably recognised in similar schemes. In addition to this wise expansion of the sources of instruction, improved musketry is to be aimed at by the encouragement of rifle clubs throughout the Dominion. A new Canadian School of Musketry is already in existence, and last year over thirty officers and non-commissioned officers attended courses at it and obtained certificates. Canada in future intends to manufacture its own rifles, and a contract has been entered into with a company which will shortly establish a factory capable of turning out, if necessary, 30,000 Ross rifles every year. The arsenal at Quebec is to be enlarged so as to permit of an output of 20,000,000 cartridges yearly. Another arsenal in British Columbia is contemplated, and magazines are to be constructed throughout the Western Provinces. When to these striking developments is added the recent formation of a singularly efficient Army Medical Corps, the prospective establishment of an Army Service Corps, and the elevation of the educational standard generally, it will be pretty generally understood that Canada, in the matter of her future defences, not only "means business," but has a very clear idea of her own requirements and the best methods of meeting them.

While Canada is thus carefully looking to the joints of her armour, the Maoris in New Zealand have put their views on Imperialism into a concrete shape, and by so doing have added a very substantial factor to the military strength of Australasia. Gravely disappointed at not being allowed to take part in the war in South Africa, they have still accepted with enthusiasm the suggestion that they should be allowed to form Volunteer corps, with the result that a start has already been made, and in less than six months there will be 6,000 Maori mounted infantry included in the armed strength of Greater Britain. That such a fighting force is of serious value will be readily conceded by all who have studied the records of the Maori War, and that the military spirit of the Maoris is not crushed by the long period of tranquillity which they have since experienced is demonstrated by the remark of a native chief at the recent great meeting at Papawai in the North Island. "Let our people roam a short time," he urged, "in Africa. That would bring peace. The Pakeha" (white men) "are afraid to hurt the Boers. We in days gone by never gave our enemies a second chance of hurting us!" For grave humour this suggestion that the Maori should "roam a short time"—the euphemism is

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delicious—among the enemies of the Empire with a view to producing a condition of perfect peace has seldom been surpassed.

No better commentary on such Imperial developments as I have foreshadowed could be desired than Lord Strathcona's speech in acknowledging the recent presentation to him of the freedom of the city of Aberdeen. It is noticeable that in emphasising the unique character of the British Empire the veteran Canadian statesman made use of the apt commercial metaphor which we have ourselves expanded somewhat freely on similar lines in previous instalments of these notes. The Empire consists, he said, not only of a vigorous and alert senior partner—more senior than either vigorous or alert at times, perhaps, some hard-headed members of his hard-headed audience may have thought—"but of branch houses, growing year by year in importance, wealth, and strength; and, besides, there is a feeling of closer union in the air, which is sure to bear fruit before long."

But Lord Strathcona did not stop here by any means. After pointing out how the Imperial idea had extended, and what good had come out of the war in this connection, he impressed very solemnly upon his listeners that much remains yet to be done. "They must do more in the Mother Country to educate the people as to the history, resources, and capabilities of the outlying parts of the Empire. They must look upon Imperial interests not from any narrow point of view. These must be regarded from the broadest possible standpoint in order to unite all the peoples." There spoke the true Imperialist, and, indeed, the whole creed of Imperialism seems packed up in these wise words. So far as Naval and Military developments are concerned these principles have nowhere been more closely followed than in these pages, and, in the matter of educating its readers as to the fighting history, resources, and capabilities of Britain beyond the seas, NAVY AND ARMY ILLUSTRATED can point with some pride to its previous record as well as to present effort and prospective performance.

ENGINEER VOLUNTEERS.

THERE are many officers now serving in the Army who have not noticed the gradual increase of the present Volunteer Engineer Force. In England alone the Royal Engineers (Volunteers) are represented by no less than twenty-two units or regiments, the senior being the 1st Middlesex, and the junior the 1st Bedfordshire. There are besides seven divisions of Submarine Miners of the Royal Engineers (Volunteers), called respectively the Clyde, Forth, Mersey, Severn, Tay, Tees, and Tyne Divisions; a corps of Royal Engineers (Volunteers) called the Electrical Engineers; and another Engineer and Railway Volunteer Staff Corps. So the Engineers are well represented among our Volunteers to-day. Not many years ago this branch of the Service had but few representatives among the citizen soldiers. The Colonies are not behindhand. In their Volunteer Service the Engineer branch is beginning to be well represented. The picture shows half a company of a corps (the Auckland Engineer Volunteers) which has represented New Zealand in the present war, just as their brother corps at home have done for the Mother Country. One officer of this company, Second Lieutenant J. Johnson, is still at the front. These men are commanded by Captain A. H. Tapper. The title of "Royal" Engineers has not yet been extended to the Colonial representatives of the sappers, but it is not impossible that when Imperial Federation becomes an accomplished fact this honour will be extended.

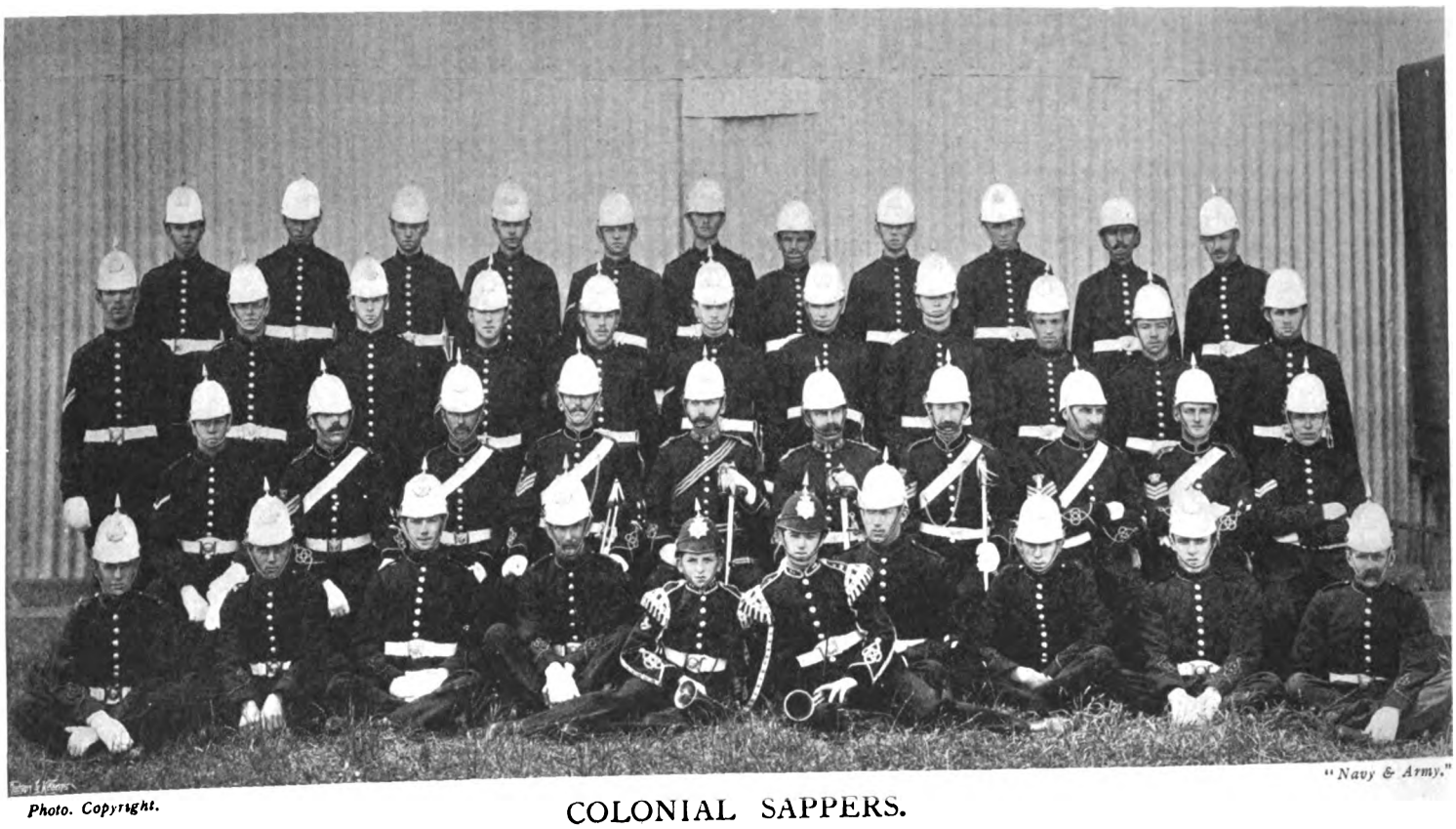
These Volunteer corps are not Engineers in name only. Many of the officers are by profession civil engineers of high standing, while the profession is not unrepresented in the ranks. Others are scientific men with military tastes. There could not have been a more happy selection than that of Lord Kelvin, G.C.V.O., as honorary colonel of the Electrical Engineers. A short time ago we published a picture of a detachment of this corps about to reinforce their brethren in South Africa, and pointed out the useful work they are doing and have done.

The link between the old corps and its younger brothers is exemplified by the honour done to the Engineer and Railway Volunteer Staff Corps in having Field-Marshal Sir Lintorn Simmons, G.C.B., G.C.M.G., appointed to its honorary colonelcy. The Railway Staff Corps is a new development in our Service. It does not do to improvise battalions for particular service when war is upon us, and the War Office has been wise in encouraging the development of this most essential and efficient branch.

The Submarine Miners are being constantly exercised in their voluntary profession, and inspecting officers speak highly of the condition to which they have been brought in their important and special duties.

It may be said that the Volunteer Engineer Force as a whole are specially well-trained soldiers. Day by day the duties of the sapper become more varied. One might almost say that they consisted in from laying out a camping ground to laying out the Boers, but that we trust that the distinguished Engineer who has the Boers now well in hand may be able to bring things to a happy conclusion in a more peaceful way.

Some of our school Volunteer corps are Engineers—an excellent idea, for the primary training of the sapper is an essentially health-giving one. There is much digging to add to muscle and backbone, and a good deal of designing to bring out ingenuity or power of imitation, and to encourage healthy discussion among the schoolboy soldiers. These boys delight in such work as bridging or launching barrel piers or pontooning. The knowledge they are gaining will be of inestimable value in after life.



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COLONIAL SAPPERS.

Some of the Auckland Engineer Volunteers.

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TWO ARMY FOOTBALL TEAMS.

Photo. Copyright. Knight.

2ND HIGHLAND LIGHT INFANTRY FOOTBALL TEAM

Reading from left to right the names are—Back row: Young, Lyron (goal), Darling, and Col.-Sergt. Taylor (trainer). Second row: Logan, Bell, Capt. Chichester, and Yates. Front row: Tucker, Lambie, Coldwell, Sinclair, and Allan.

The winners of the Aldershot Senior Cup.

Photo. Copyright. Wright, Portsmouth.

21ST COMPANY ROYAL GARRISON ARTILLERY 1901-1902 FOOTBALL TEAM.

Reading from left to right the names are—Back row: Co. Sergt.-Maj. Toal, Bombr. Shute, left half; Gnr. Cooke, centre forward; Gnr. Neal, right back; Sergt. Walsh, centre half (capt.); Gnr. Green, reserve; and Gnr. Mahon goal. Second row: Gnr. Wright, outside left; Gnr Harris, right half; Maj. Galbraith, Com. Co.; Bombr. Dodds, inside right; and Gnr. Huston, outside right. Front row: Corpl. Woodward, left back; and Gnr. Cunningham, right half.

The winners of the Royal Artillery Challenge Cup, Southern Division.

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TRANSPORT WORK AT WOOLWICH.

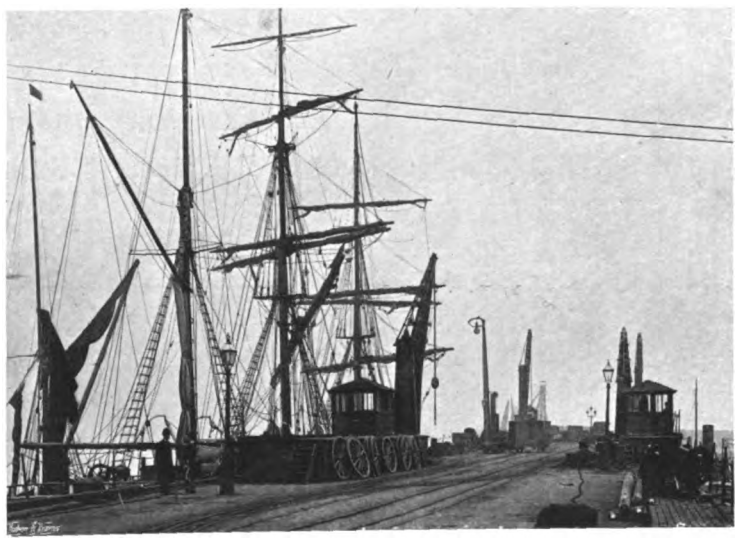
SO far as the picturesque and human interest attached to scenes of embarkation is concerned, Southampton undoubtedly stands on a pedestal of its own, being, as it is, the chief centre for the embarkation of troops and horses, especially when the war drum has been beaten, and regiments, batteries, battalions, companies, and "brass hats" are being hurried to an overseas theatre of war. But a good many other little matters besides men, and horses, and generals, and so forth have to be sent away from these shores both in war-time and during peace—for instance, ammunition, stores, equipment, and goodness knows how many different sorts and shapes and sizes of supplies. For the despatch of these to all stations at home and abroad, as well as to a theatre of war, the Transport Office, Royal Arsenal, Woolwich, is responsible, and a very grave and complicated responsibility it is.

True to its policy of illustrating not only those aspects of Naval and Military life which are more or less familiar to the man in the street, but also the equally important, but not so well known, work of the great departments of manufacture, administration, supply, and general service, this journal has procured some highly interesting and effective pictures illustrating the transport work done at Woolwich by the able and hard-worked staff controlled by Colonel Parkyn, D.A.A.G.

It will be understood that the work of this department of the Royal Arsenal is of an intermediate, but, as will be seen, none the less onerous and important description. The whole system of the supply of our Army at war is one of calculated strain, and it may safely be said that any link in the chain which has stood such a test as that undergone since the outbreak of the war in South Africa must be of the very best sort of metal. The first strain fell, of course, on those responsible for the primary provision of the necessary stores and equipment, and for meeting the tremendous demands for supplies of provisions and forage. In the former case Colonel Stevens, C.B., Principal Ordnance Officer at the Royal Arsenal, and Colonel Dunne, D.A.A.G. at the Royal Dockyard, Woolwich, have achieved notable and well-merited distinction. When the stores and supplies were ready freight had to be demanded through the Admiralty, and then came the business of arranging for the conveyance of the huge consignments by rail or barge, as the case might be, to the various docks and ports for shipment. It is at this point that the Transport Office, here illustrated, "comes in," and it will be readily understood that, if it did not intervene with a good deal of business-like method, and a very clear notion of its tremendous responsibilities, there would be an ugly gap in the passage from the departments of manu-

WOOLWICH ARSENAL TRANSPORT DEPARTMENT.

Group of officers, with Colonel G J. Parkyn, D.A.A.G., in the centre.



ON THE "T" PIER.

Taken on a particularly quiet day.

Photos. Copyright, Russell, Baker Street.

VIEW FROM THE WHARF.

Showing the "T" Pier at another angle.

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facture and original supply to the fighting force at the front.

What makes the work of the Transport Office especially anxious and trying is the fact that, irrespective of the actual calls made upon it, all manner of incidental difficulties in the way of fogs, tides, and weather arise, and have to be coped with somehow. The work was at its heaviest during the winter of 1899 and 1900, when everything had to be done at high pressure, and some idea of its magnitude and variety may be gleaned from the plain fact that up to the present *over a million tons* of stores and supplies have been forwarded to South Africa alone, and that we are now feeding, largely from Woolwich, 298,000 persons (irrespective of the concentration camps) and nearly 240,000 animals!

And now for a few words regarding the personnel of this hard-worked office. Colonel G. J. Parkyn, late A.S.C., and now D.A.A.G. for Transport, is responsible for the efficient working of the office and the shipment of all stores and so forth. He has held the appointment for the past two years, having previously served as Military Embarking Staff Officer for the Thames District at the Tilbury Docks, where he was very actively engaged in the early part of the war.

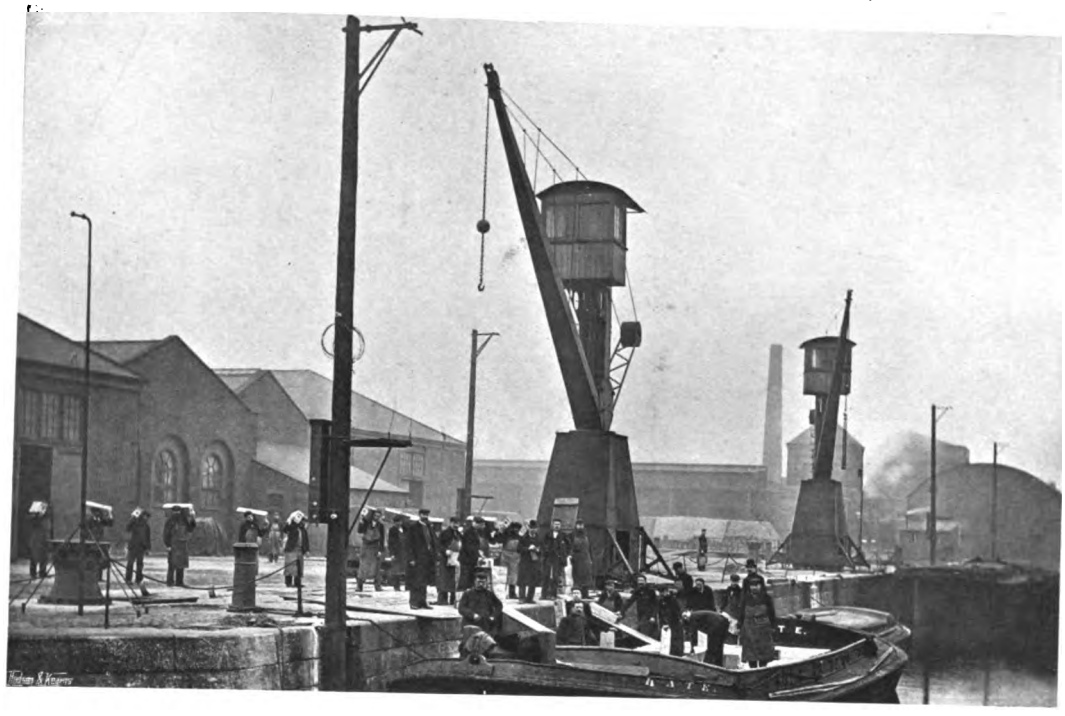
Lieutenant F. Field, A.S.C., is the executive officer and Colonel Parkyn's right-hand man. He has a thorough knowledge of all the technical details and intricacies connected with the carriage of stores by rail or water, and labours under the creditable grievance that this special knowledge should have necessitated his retention at Woolwich instead of permitting him to go to South Africa, where he served in 1896 with marked distinction.

Lieutenant Wilson, A.S.C., has only just joined the Transport Office at Woolwich after a tour of service at the front, where he was wounded and invalided home. Captain Nicholls, late A.S.C., has had a good deal of war service, and is now engaged in the responsible duty of visiting the London Docks daily in order to report to the D.A.A.G. for Transport that all shipments have been properly carried out. Captain Wishart, R.A., has been specially attached to the office during the war.

The group showing the clerical and shipping staff represents a body of men upon whom most arduous and incessant duties have devolved since the commencement of the war. For as, during times of pressure, the loading operations have gone on at night by the electric light, the attendance of Staff-Sergeant-Major Few and his subordinates has been at times almost continuous. The group includes the assistant shipping-master, but his superior, Mr. McOliver, was unfortunately absent through illness when the picture was taken. These officials, in addition to being responsible for the efficiency of the various vessels of the department, are required to visit all freight-ships which are to convey explosives, and to report that the magazines are in proper order.

CLERICAL AND SHIPPING STAFF.

Staff-Sergeant-Major Few in centre, Mr. Moors, Assistant Shipping Master, on his left.



TINNED MEAT FOR THE FRONT.

All sorts of supplies are here loaded into barges or trains.

Photos. Copyright. *Russell, Baker Street.*

LOADING CAMP EQUIPMENT.

Here is a consignment of beds being packed off to the dockyard.

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"WHEN JACK COMES HOME AGAIN!"

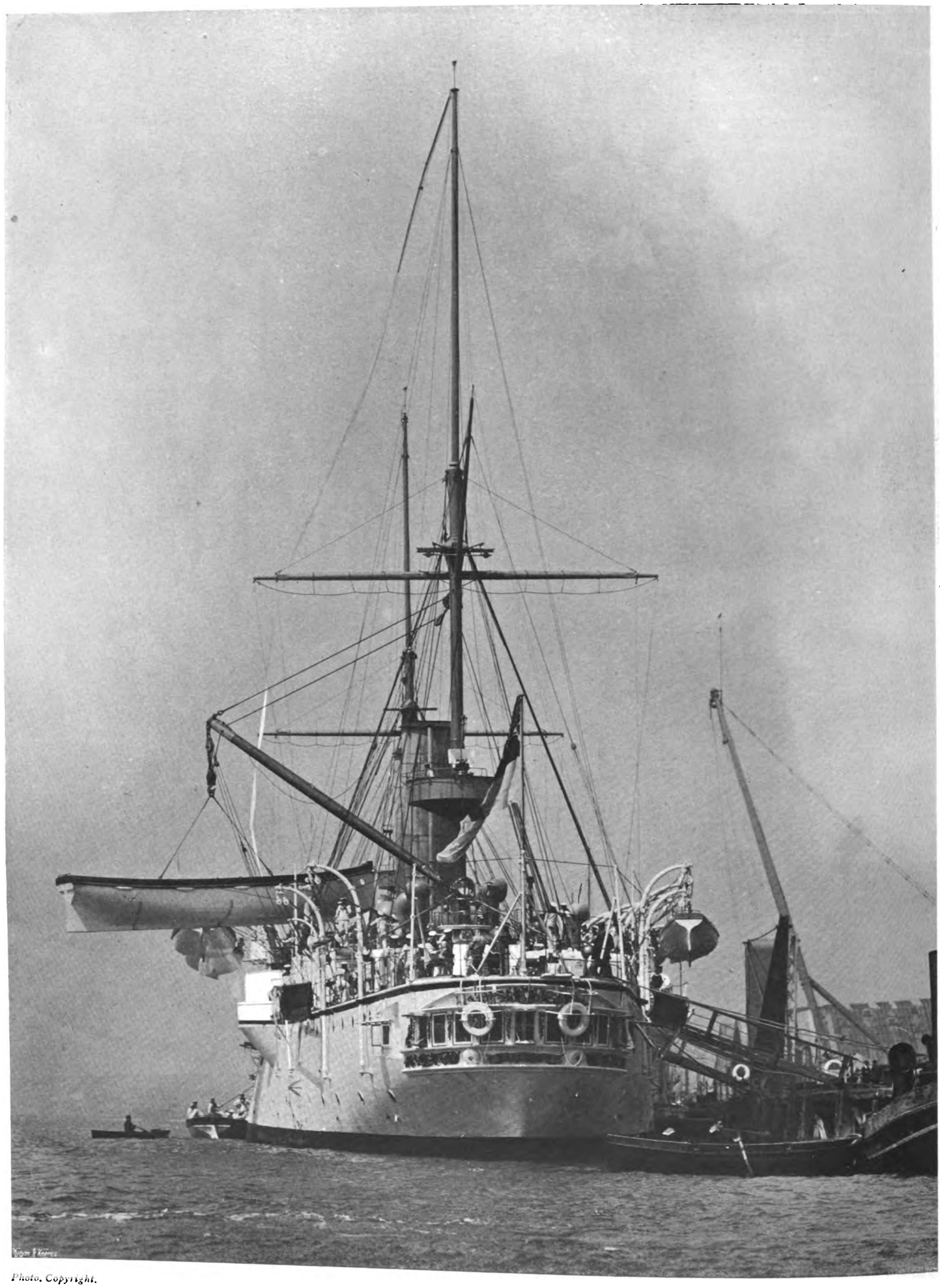

Photo. Copyright. *Symonds, Portsmouth.*

THE PAYING-OFF PENNANT.

Hoisting out boats for return to store.

The return of Jack, even in these days of steam, is an event in Jack's social circle. There are eyes that watch for Jack before the mast as eagerly as any that watch for Jack who wears an admiral's lace on his sleeve. In the old sailing days the waiting was long and anxious. The news of such and such a ship having sailed for home at the conclusion of a commission was sometimes received a full year before the ship herself appeared. She was then, as now, kept for any duty which might be necessary to emphasise the fact that Britannia rules the waves. The rulers of the waves could not then use the telegraph as they can to-day. Even now there is an uncertainty in the arrival of a ship. There is always bustle and a sense of joyousness "when Jack comes home again."

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FISH FOR AN EMPEROR.

Photo. Copyright. *Bolak.*

A MIGHTY CATCH.

Royal sturgeon presented by Don Cossacks.

The Great White Czar receives gifts in kind from his loyal subjects which emphasise goodwill rather more than would be the case in the payment of the regularly governed taxes. The royal sturgeon has always been considered as a kingly fish, and His Majesty of Russia receives an annual tribute of the goodly variety of Acipenser which affects the rivers of his country. The magnificent fish shown in the picture should be sufficient for a day's banqueting in every part of even such grand castles as lodge the Ruler of all the Russias. The fish designed for Royal use will not be degraded to the indignity of being made into isinglass, yet the sturgeon has to pay this useful tribute to commerce.

All Englishmen who have visited Russia know of the great name that the Cossacks of the Don have. Their fame has been carried far and wide.

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LORD COCHRANE'S DEFENCE OF FORT TRINIDAD.

HAROLD NELSON

By Lieutenant F. G. Loring, R.N.

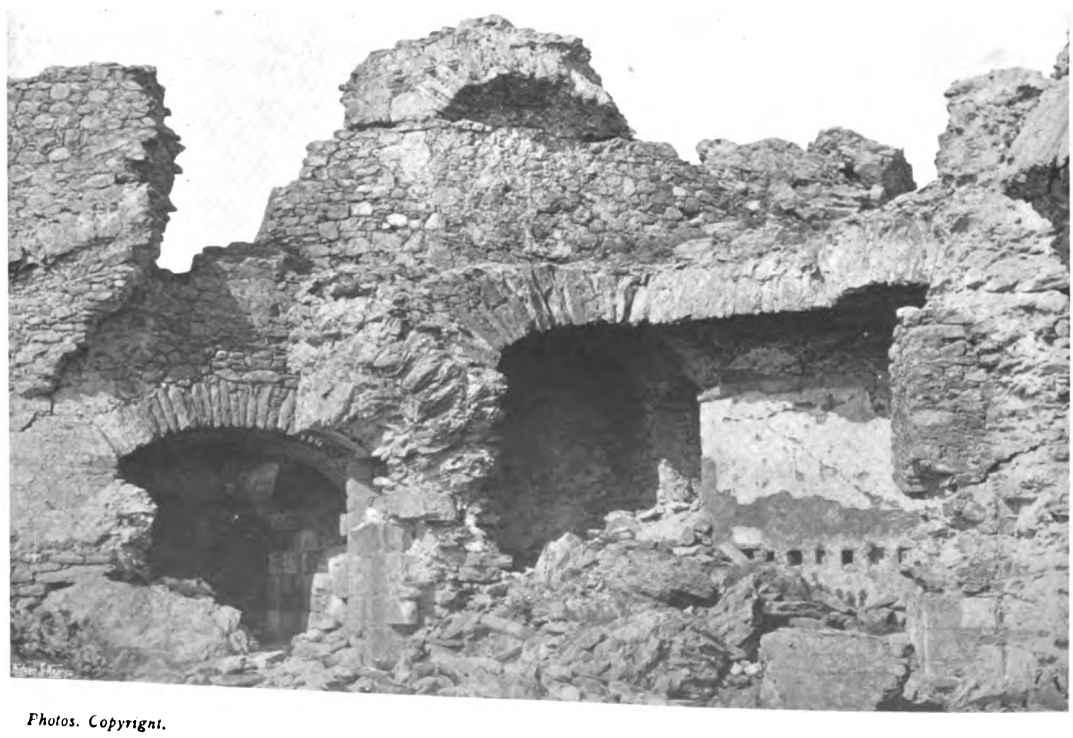
IN the early part of last century Rosas Bay was the scene of one of Lord Dundonald's most daring and skilful exploits, and I took advantage of the visit of the Channel Squadron there in March to inspect and photograph the ruined Castle of Trinidad, which he so ably defended and at last destroyed, when he found, in the face of overwhelming odds, it must be abandoned.

Rosas Bay was in those days (1808) a very favourite anchorage for our men-of-war. Easy access and exit, good holding ground, and abundance of fresh water made it a place of no little importance in the days of sailing ships. The small town of Rosas had extensive fortifications, the most important being the citadel, a really magnificent work, rectangular in shape, and nearly a mile in circumference. The Fortress of Trinidad was a large and enormously massive bomb-proof castle, erected on an eminence about a mile to the left of the town on the sea front, and commanding both it and the citadel.

It will be remembered that Lord Dundonald (or Lord Cochrane as he was then) was at this time in command of the 38-gun frigate "Imperieuse," with a roving commission from Vice-Admiral Lord Collingwood to harass the French in their movements along the coast, and give every assistance in his power to the Spanish patriots. On November 19 the "Imperieuse," then before Barcelona, received intelligence that the French, with a body of 6,000 men, had invested Rosas, and that the garrison there was hard pressed. Lord Cochrane, knowing the importance attached to the place by the admiral, immediately weighed and proceeded, arriving in the bay some time between the 21st and 24th of the month.

In the anchorage he found the "Fame," 74 guns, Captain Bennett, with the two bomb-vessels "Lucifer" and "Meteor," who were actively engaged bombarding a three-gun battery thrown up on the cliffs commanding Fort Trinidad, and which had so nearly succeeded in making a breach in the bomb-proof walls of the castle that Captain Bennett had withdrawn the Marines assisting the garrison the day before. Lord Cochrane, however, appears to have visited the fort himself, and having a very high opinion of the Catalan as a fighting man, determined, in view of its importance, to hold the fort himself, in spite of the fact that Captain Bennett, his superior officer, considered the position untenable. The latter, however, knowing how highly the admiral thought of Lord Cochrane, did not interfere, and very shortly after the "Fame" departed from Rosas, leaving Lord Cochrane to work out his own plans.

FORT TRINIDAD FROM THE ANCHORAGE.



Photos. Copyright. INTERIOR OF FORT TRINIDAD. *Navy & Army."*

The Spanish garrison of the fort consisted of only eighty men, and these were so disheartened by the withdrawal of the "Fame's" Marines that they had decided to surrender, and it was only by Lord Cochrane's promise of immediate reinforcement that they consented to hold out. Accordingly, the next day eighty men were landed from the "Imperieuse"—Lord Cochrane himself in command—and the most energetic measures taken to repair the damages to the

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defences as far as possible. To understand the position thoroughly a description of the fortress is necessary, and the illustrations will help to make the chief points of attack and defence clear. The first picture, of the castle from the anchorage, shows its vulnerability to an attack from the land side, and it was upon the heights seen behind the castle, and not more than 500-yds. or 600-yds. from it, that the French threw up their batteries.

Though the castle is now nothing but a ruin, enough of the massive walls remains to enable one to follow out Lord Cochrane's narrative quite clearly. The object aimed at in its construction was offence seaward and passive defence landward, and for this purpose the design was admirable. It consisted of three distinct forts, all joined together—an outer one on the sea face 50-ft. high, a middle one 80-ft. high, and an inner one on the land side 100-ft. high. The wall on the land side was of enormous thickness, and rose to a height of 110-ft., thus sheltering the fortress proper from attack at that point, though it offered no means of offence.

It was upon this inner wall that the French had been concentrating their fire to such good purpose that a breach some 60-ft. from the ground had almost been effected. Fortunately, they were unable to depress their guns sufficiently to make the breach lower down. A glance at the illustration of the castle from the land side shows the position of this breach very clearly; it is just to the left of the centre salient angle. Now, since it was impossible to prevent the making of this breach and the consequent storming of the castle through it, Lord Cochrane made the best arrangements he could to keep the breach inaccessible.

LORD COCHRANE.

From a Painting by J. Ramsey, engraved by H. Meyer.

During the nights he repaired damages by piling on rubble and stones, bags filled with earth, baulks of timber, etc., and further prepared a totally unexpected man-trap for the besiegers when the assault should be made, as he knew it must be eventually.

Take the picture of the interior of the castle, and on the right-hand side of it will be seen a long broken arch. Originally the roof of a chamber 50-ft. high, this arch is immediately under the summit of the breach, and the attacking party gaining the head would step down upon this arched roof. Lord Cochrane had this arch broken down, probably very much as it remains now, so that the invaders would find themselves confronted with another serious and totally unexpected obstacle. Further than this, he caused a sort of platform to be made of smooth, well-greased timber, sloping down from the breach and jutting out over the chasm, so that those in front should be forced on to it by the pressure behind, and, slipping on the grease, be precipitated below, where they could be destroyed at leisure. He also brought chains from the ship and affixed large fish-hooks to them which would catch the assailants and hold them till they could be shot. These he festooned in suitable places. How successful these plans were will be seen from the account of the assault.

On November 26 the French made a general assault upon Rosas and gained possession of the town. They then turned their whole attention to the castle, but after two days' continuous firing, finding they made little or no impression upon it, they sent a flag of truce with an offer of honourable capitulation. This was refused, and the firing recommenced. On the night of the 30th a grand assault by 1,200 picked men was planned, and so well carried out that the scaling-ladders were actually planted before they were detected, and then it was almost by an accident.

Lord Cochrane had been woke just before dawn by a dream or presentiment that the castle was in the hands of the French. He felt so much disturbed that he was impelled to get up and go round the castle. It was very dark and there was no sign or sound of an enemy about—still he was dissatisfied and uncomfortable, and seeing a loaded mortar standing near, he, without having any special reason in his mind for doing so, discharged it with the most unexpected result, for hardly had the echoes died away before the shot was answered by a volley of musketry and the shots of the French, as they dashed forward to the assault, thinking themselves to be discovered; so close were they that the scaling-ladders were already planted. However, the little garrison were effectually roused, and a few moments sufficed to see every man at his post.

Now, Lord Cochrane's foresight and artifice stood them in good stead, for the besiegers swarmed up the ladders, only to stop appalled as they gained the summit by the hideous and unexpected chasm that yawned in front of them. Forty or fifty hesitating men crowned the breach, exposed to a murderous fire at close quarters, and in imminent danger of a fall to one side or the other. Many fell back, and some undoubtedly slipped forward into the chamber below, for

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several prisoners are mentioned as having been taken.

Outside, amongst those thronging the ladders, impatient of the check to the advance, the defenders threw hand grenades and live shell, dealing wholesale death and destruction around. The fighting only lasted a few minutes, the assault was repulsed, and the French were in full retreat, leaving over fifty dead behind them, though they gallantly carried off all their wounded, who must have been very numerous. The defenders lost only three killed and one or two slightly wounded in this most brilliant and successful defence. This was practically the end of the siege, for though the French continued to harass the castle with musketry fire, they turned all their artillery upon the citadel, making a most determined and concentrated attack upon it.

On the morning of December 5 the citadel capitulated, and as the *raison d'être* for holding Fort Trinidad was then gone, and also as Lord Cochrane could hardly hope to hold the dilapidated, ill-found fortress against a French army of 6,000 men, preparations were made for evacuating and destroying it. Signals were made for boats, and at 11 a.m. the troops left the castle by rope ladders unmolested by the French, and by 2 p.m. were safe on board the "Imperieuse," having first ignited the slow matches to fire the mines and blow up the fort. The first mine exploded about 2 p.m., but the second one never came off, the first explosion probably having displaced the fuse.

The "Imperieuse" landed the Spanish troops the other side of the bay, and in the evening, as she repassed Rosas, had the mortification of seeing the French flag flying over what remained of Fort Trinidad.

Thus ended a very gallant and notable page in the history of one of our greatest Naval captains, notable as much for the skill and care that kept his casualties as low as three killed and seven wounded, as for the daring and self-reliance that made him step in successfully where a senior officer had acknowledged himself to have failed.

Lord Cochrane was more than a brave man and leader; he was also a tactician, for though he did many deeds of desperate valour, the loss of life to his own men was extraordinarily small.

I cannot do better than to close this account by quoting an extract from Lord Collingwood's letter to the Admiralty:

"The heroic spirit and ability which have been evinced by Lord Cochrane in defending this castle, although so shattered in its works against the repeated attacks of the enemy, is an admirable instance of his Lordship's zeal."

Photo. opyright. "*Navy & Army.*'

FORT TRINIDAD FROM THE LAND SIDE.

NOTES & QUERIES AFLOAT & ASHORE.

"TAXPAYER."—Everyone will sympathise with you in your desire to see the Army put on a firm and sensible basis; but it is not quite true to say that Mr. Brodrick's Army Corps scheme has not been pushed on at all, but practically dropped. Quite recently an Army Order was issued dealing with the matter. According to this order the districts in which the military forces in the United Kingdom are at present grouped will be merged as follows, in six Army Corps commands, but for administrative purposes in peace-time will be retained as sub-divisions of their respective Army Corps commands, two, however—viz., Curragh and Woolwich—being absorbed in others: The Curragh and Dublin districts will in future be one district, called the Dublin, and Woolwich will be added to the Thames district. The Aldershot district will be merged in the 1st Army Corps; the Southern, Western, and South-Eastern districts and Salisbury Plain will be merged in the 2nd Army Corps; the districts in Ireland in the 3rd Army Corps; the Eastern, Home, Thames, and Woolwich districts in the 4th Army Corps; the North-Eastern and North-Western districts in the 5th Army Corps; and the Scottish district in the 6th Army Corps. The Channel Islands will, for the present, remain outside the Army Corps commands. In the Aldershot and Irish commands in which the respective Army Corps have been established the changes are to take place at once, but in the other commands, where the Army Corps have not yet been established, the change will not be made until the Army Corps have been established.

* * * *

KATHLEEN HOWARD.—You are wrong in supposing that the Royal Company of Archers, who form the King's Body Guard for Scotland, is the oldest corps in the Service. The Yeomen of the Guard date back to 1485, and the Gentlemen-at-Arms to 1509, while the oldest record of the Royal Company of Archers bears the date 1676. The Corps of Gentlemen-at-Arms consists of a captain, a lieutenant, a standard-bearer, a clerk of the cheque, and forty gentlemen-at-arms. Entry into the corps could, until 1861, be obtained by purchase, and many members in its ranks had had very little to do with the Service. Nowadays, however, admission to the corps is only obtained as a reward of merit, and no one can hope to become a gentleman-at-arms who has not seen service and who has not served with distinction. It is also stipulated that they must be on the half-pay list or on retired full pay. The Royal Company of Archers is quite a different body. It numbers some 600 men, all of whom are of noble or gentle birth and breeding, but not necessarily military men. Indeed, to belong to the Royal Company of Archers is rather a social distinction than anything else. Their Captains-General have always been the greatest nobles of the North, men like the Duke of Atholl, the Duke of Hamilton, the Duke of Montrose, and the Duke of Buccleuch.

"MERROW DOWN."—In His Majesty's Regulations for the Tower of London, the Yeomen Warders are described as "Honorary" Members of his Body Guard of the Yeomen of the Guard. The men are all appointed by the Constable of the Tower from a list of eligible warrant and non-commissioned officers of the Army. The warders are on the same footing as sergeant-majors in the Army, and their discipline is maintained in the same way as that of non-commissioned officers serving with their regiments. The Yeoman gaoler is selected from the warders, and is responsible for the general maintenance of order within the Tower. The Yeoman porter is the chief warder, and is answerable for the discipline of the warders. He has charge of gates, and has the care of the warders' uniforms and accoutrements. The Yeoman quartermaster is responsible for the cleanliness of the Tower, and has charge of the gardens and trees, while the Yeoman water-pumper looks after the water supply, the fire-cocks in Inner Ward, the drains, and is also assistant Yeoman porter. The Tower warders have no commissioned officers attached to the corps, but are under the immediate command of the Major of the Tower. Their whole time is occupied in and about the Tower, and most of them sleep within its walls. There are forty Yeomen warders of the Tower, and all of them are sworn in as special constables and act as such when on duty. There is a Tower police-constable's staff in the ticket office at the entrance gates, which can be produced whenever the warder's authority is disputed. There are eight officers of the Royal Body Guard of the Yeomen of the Guard. These are a captain, a lieutenant, an ensign, a clerk of the cheque and adjutant, and four exons. The captain has, with one exception, always been a peer, and by virtue of his office is usually made a Privy Councillor. He goes out of office with the Ministry. The lieutenant must have been a colonel or lieutenant-colonel in the Army, Marines, or Indian Army, and his appointment and that of the officers below him are non-political, and do not expire with a change of Government. The ensign and the clerk of the cheque are always chosen from lieutenant-colonels and majors, while exons must have been captains in the Army, Marines, or Indian Army. The word "exon" is stated to be the French pronunciation of "exempt," and this explanation of its etymology is borne out by the fact that an exempt was an officer in the old French Garde du Corps. "Exempts des Gardes du Corps" are described in a military dictionary as "Exons belonging to the Body Guards." An exon in his commission is, as you point out, described as a corporal; but in Queen Elizabeth's reign "corporal" was a commissioned officer, and the term was synonymous with captain. At the time of the coronation of George III., in 1761, these officers were officially mentioned in the programme as "Corporals or exons of the Yeomen of the Guard." The uniform of the exons is similar to that of other officers, except that they do not wear aiguillettes. THE EDITOR.

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A CHINESE GROUP.

MANŒUVRES.

DETRAINING IN NATAL.

ROUND THE WORLD.

Per Mare, Per Terram.

By UBIQUE.

THERE shall be note on this page of the Shakespeare Celebration on April 23, happily linked with St. George's Day. Never beat the pulse of patriotism more truly than in the heart of the immortal bard. Somewhat unaccountably silent was he in what concerned the famous seafarers of his time, and no prophet of Empire—ready indeed to heap satire on travellers' tales, as of the Anthropophagi and the men whose heads do grow beneath their shoulders. It was because he loved so well

> "This blessed plot, this earth, this realm, this England,
> This nurse, this teeming womb of royal kings."

His pages are full of the sounding deeds of his countrymen, and the voice of England sounds like a trumpet in the pages of "Henry V." Knightly deeds, foemen vanquished, the shame and woe of banishment, delight in the English land, are his themes. When other states were wasted, well he knew the sweet security of our "sea-walled garden."

> "This royal throne of kings, this scepter'd isle,
> This earth of majesty, this seat of Mars,
> This other Eden, demi-paradise;
> This fortress, built by Nature for herself,
> Against infection, and the hand of war:
> This happy breed of men, this little world;
> This precious stone set in the silver sea,
> Which serves it in the office of a wall,
> Or as a moat defensive to a house,
> Against the envy of less happier lands."

England true to herself was the ideal he extolled, and if he never wrote other lines than those which speak of patriotism and of English strength, he would have earned the gratitude of his countrymen, and have won the tribute of admiration which is here offered to the poet who wrote not less well of peace than he did of the deeds of "glorious war."

JUST one hundred years ago the British people were enjoying the delights of peace. It was the Peace of Amiens, which they presently discovered to be a truce only, preparative to the more tremendous struggle that was to follow. Let us make sure that our peace with the Boers shall be a durable one, and not rejoice in the mere shadow of pacification. When the Treaty of Amiens was signed, it satisfied no one, though the respite it brought was welcomed by all, and was greeted with extraordinary enthusiasm in England. The new French Ambassador was drawn in triumph through the streets of London, though misgiving was in many minds, and Nelson, with characteristic bluntness, expressed his feelings: "There is no person in the world rejoices more in the peace than I do, but I would sooner burst than let a d——d Frenchman know it!" The Boers will have to demonstrate by a friendly attitude that they have accepted our terms, and to give pledges that they mean to observe them. They have yet to earn their right to be accepted as British colonists, and to take their place among His Majesty's trusted subjects. The South African situation promises to be an anxious matter of consideration for a long time to come, and the Boers must be made to understand that the terms we have offered them are those by which they must abide. Nothing must be done which will subject us, in 1903 or later, to such an outbreak as strained our resources afresh in 1803. War is abhorrent to us, and peace what we seek, but we have not sacrificed so many lives and such vast sums to begin again where we leave off. A firm and yet generous attitude on the part of the Government and the people is pre-eminently necessary at the present juncture of affairs.

A NOT altogether satisfactory peace arrangement was that brought about by the Berlin Treaty, many as were its advantages, and some of the threatening conditions in the Near East have arisen out of it. Christian populations were settled under Turkish rule, from which they believed themselves to have been freed, and, though it is hard to see what else could have been done, active discontent grows greater. The Treaty divided Bulgaria, but the Government of Eastern Roumelia which it established was overthrown by a revolution in 1855, and that Bulgarian state was united with Bulgaria proper under Turkish suzerainty in 1886. A similar segregation of the Servian people was made, and they are now vainly agitating for reunion. Turkey is also greatly disturbed on the Albanian side, where there are several aspirants to a throne that does not even exist. Prince Kastriota is desirous to lead the Albanians to virtual independence, and to accept him as ruler, he claiming to be descended from the famous Albanian Scanderberg. A Neapolitan pretender and competitor has aspirations in the same direction, and in the rival claims there may be some comfort for distracted Turkey. Peace is maintained by restraining, limiting, and suppressing national aspirations and tendencies in the Balkan Peninsula. The same will have to be the case in South Africa; but what a different state will the Boers enter! They are invited to become free British subjects, ultimately enjoying the full electoral and representative rights of loyal Britons. In short, reward and not punishment is promised them.

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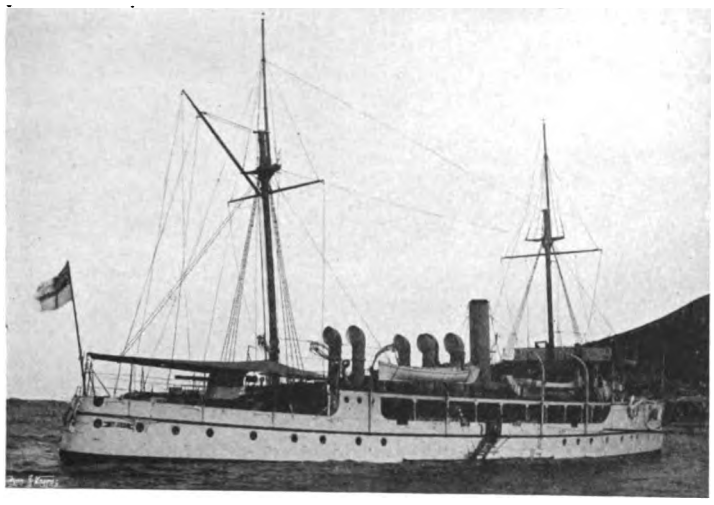
THE National Service League may claim the suffrages of all classes, and of members of both Services. Its objects are excellent, and in every sense praiseworthy. Its aim is to make drill obligatory in every school, so that boys may develop into well-set-up men, and be then compelled to undergo some form of training for national defence. If the objects are attained, men will be better men than they were, and will be excellent raw material out of which trained soldiers may be made. We shall not be creating a vast home service force, at large expense, never to be called upon. We shall only be making a strong individual basis for all offensive or defensive purposes whatever. Men so trained, superadding skill in the use of the rifle, will, to all intents and purposes, be soldiers ready to undergo further military training to fit them for fighting work. We should then have no lack of volunteers for foreign service, and the men who came forward would not be like some who have gone to South Africa, and whose imperfect training has been at the root of some unfortunate episodes. Some system of making strong, soldier-like men should put an end to any agitation for conscription. Conscription would never give us a foreign service army. Such an army must be composed of men who go willingly; and many will go willingly when all have undergone some training, and have absorbed something of the military instinct. That, I take it, is the purpose of the National Service League, over which the Duke of Wellington presides.

A PICTURE of the Royal Naval College Football Team has already appeared in these pages, and Lieutenant G. Wood-Martin, its captain, has good reason to be proud of its successes. During the season thirty matches have been played, of which twenty-six were won, two drawn, and two lost. All-round good play and excellent tactical union of effort brought about this surprising result. It was behind the "scrummage" that the College generally beat the opposing teams, and the combination of the halves and three-quarters was frequently brilliant. Of course, good backs are useless without forwards of equal quality, and evidently the College backs had no cause to complain of their comrades. Of the forwards Whyham, Hoare, and Meyrick were responsible for many tries, while at three-quarter-back Tomkinson scored over fifty during the season—a record which few can approach. The total season's scoring was: Points for, 596; points against, 64; and of the latter 28 were run up in the two lost matches, which were against very strong scratch teams, these securing success, however, by a margin of one point only in each case. Probably this is the first season for many years in which the same team has represented the College throughout the season. It could not have been better represented than by the men who have played so triumphantly, and the success of the Royal Naval College Team will have been noted with gratification by the whole Naval Service.

SMALL BUT FIRST-CLASS.



A POWERFUL PIGMY.

The "Dwarf."

THE West African station is generally unpopular throughout the Navy, though there are officers who have volunteered for service there again and again. Of course any officer of the Royal Navy would volunteer to serve wherever there was a chance of fighting. There have been many years of peace on that pestilential coast, varied only by the excitement of a "palaver" or "corroboree" with the natives. When the latter became unduly excited, it was necessary to send a shell or two into their towns to end the matter. So dull years passed away, till the joyful order came that the commission was about to end, an order recently received by the "Dwarf," which has probably by this time proceeded to St. Helena, there to pay off and to be recommissioned next day. The old dull life where malaria and its consequences were the worst enemies to meet, and the life has for the last few years been active enough. Expedition after expedition has had to be despatched to teach the native kings and chiefs to respect the British flag. Many of the officers shown in the picture have distinguished themselves in these little wars, and many a good man lies low in African soil as a result of the deadly climate ashore and of the bullets of his enemy. When a ship's company gets "under the weather" from fever and malaria, there is always a possibility of relief in putting to sea for a week or two, and so thoroughly changing the air as to renovate their constitutions. Nearly all the traders on the coast have boats manned by Kroomen or other Africans, and manage to get a breath of fresh air by a long row in the cool of the evening. The Krooman feels the malaria little, and, being enormously powerful, he makes an excellent oar in a sea-boat. All His Majesty's ships on the West Coast carry a proportion of these natives on their books, and officers nearly always speak well of their courage and devotion to duty, and, as Paddy might say, "If they were only white, they would come very near to being true blues."

It is not that class of natives who give so much trouble to the country. Indeed, the main offenders are white traders —very often, it is regrettable to have to state, Englishmen—who sell arms to the ignorant native chiefs for "trade." The armed savages become puffed up with their importance, and make themselves troublesome. Hence the necessity for keeping smart ships like the "Dwarf," with an ever-vigilant eye on the native doings, in such unpleasant waters as those of the West Coast.

The "Dwarf" is officially described as a twin-screw gunboat, first-class, of 710 tons, 900 horse-power with natural draught, and 1,300 horse-power with forced draught. She was commissioned at Devonport on August 31, 1899, having been built in 1898. We wish her old company a pleasant voyage home, and good luck to those who take her over at St. Helena.

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FULL-GROWN "DWARFS."

Officers and warrant officers of the "Dwarf."

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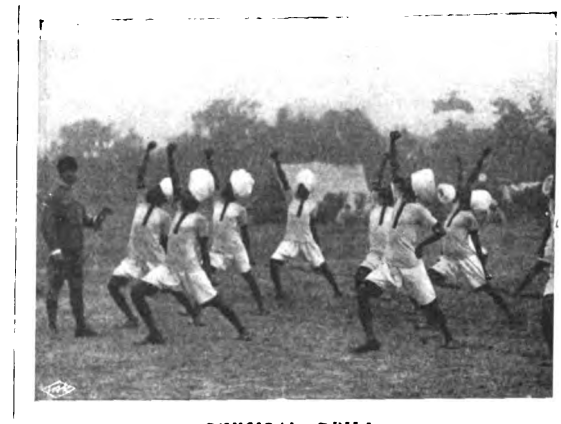
"NOW, BOYS!"

A PATIALA LANCER.



PHYSICAL DRILL.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

At the time of writing the outlook in Afghanistan appears somewhat more favourable, the Hadda Mullah's visit to Cabul having been unattended by the disturbances which at one time seemed pretty certain to arise from his presence in the capital. That the real significance of the visit is contained in the brief despatches that have so far been published concerning it is not in the least likely. Nor is the condition of affairs altogether reassuring so long as Nasrullah Khan retains the position of religious prominence he is said to occupy at Cabul. There is plenty of combustible material lying about the latter city in the shape of intrigue and fanaticism, such as may take fire at any moment with swift and disagreeable results. Even a lofty-minded and humane decree like the Ameer's recent prohibition of cock and quail fighting might produce a serious disturbance in such a centre at such a moment. But those who know these things will probably have judged from the meagre statements at present available that in some intangible way British influence is beginning to assert itself in the councils of the new Ameer, and that both the Hadda Mullah and Nasrullah Khan are of opinion that the exhibition of anything like overt hostility to us would be, at any rate for the present, a very injudicious proceeding.

The Mahsud settlement has been followed by a brisk Frontier outrage at which the Mahsud jirgah, it is said, is genuinely incensed, regarding it as a reflection upon its own endeavours to arrive at a satisfactory conclusion of a troublous business. The jirgah has declared its intention to arrest any Mahsud connected with the outrage, in which eight native soldiers were killed and three wounded, and it is likely that it will be kept very closely to its promise. In these cases compunction or consideration are out of the question. The average Frontier tribesman is the queerest combination of honour and scoundrelly bad faith which it is possible to imagine, and to impose on him a penalty without exacting it, should it be incurred, is simply to put a premium on treachery. If, then, it transpires that any Mahsud is concerned in this latest trouble, it may be taken for granted that the settlement recently made at Tonk, to which I alluded in last week's notes, will be regarded as in abeyance until some pretty extensive reparation is forthcoming.

In view of what I said recently with reference to the distribution of rewards for Indian campaigns, it is very gratifying to note that, at any rate, the Secretary of State for India seems well disposed towards the proposition that the recent operations in Waziristan should be marked by the bestowal of a clasp. A clasp in this connection means, of course, a clasp added to the well-known Frontier medal, which it is presumed would be given with the clasp to any of the troops employed in Waziristan who do not wear the medal already. Lord George Hamilton spoke very nicely in the House of Commons as to the behaviour of the troops in connection with these operations, but could give no promise on the subject pending the receipt of the Government of India's recommendations. It may be understood that, if the latter has not yet taken any steps in the matter, it will not fail to do so after this kindly encouragement.

The Boer prisoners in India seem to provide a fund of ever-increasing gossip, sometimes of rather a sensational character. I have not yet seen reproduced in the home papers a highly interesting item in the *Madras Mail* to the effect that a few weeks back the Military Police who are guarding the prisoners at Trichinopoly discovered that a subterranean passage, about 100ft. in length, was being dug between the Boer barracks and the fence. The excavation had apparently been carried on at night for a long time, and the Trichinopoly correspondent of the *Mail* speculates freely on the possibility of complete escape by means of such a passage. But in all probability any Boer prisoner who got away in this fashion would soon be recaptured, as several who have already escaped have been, for India is not by any means a country in which a European can easily pass unnoticed, especially at a time when every native constable is keenly on the look-out for Boer prison-breakers. Very few outside a small circle know how complete is the Indian police organisation in this respect. I do not profess to be acquainted with any particular secrets, but I once "chummed" with the head of the special branch of the Punjab Police, and from casual talks I had with him on the subject, I came to entertain a deep respect, if not for the methods of the native "constabheel"—which are at times of a grimly mediæval sort—at any rate for the administrative capacity and clearness of vision of his European chiefs.

That chummery was at Simla, whither about this time a good deal of what is best and wisest and prettiest in Indian society will be centripetally moving. I shall never forget my first visit to the Indian Olympus and my first glimpse of the snowy range from the Ridge. Youngster as I was, the heat and *ennui* of the plains had begun to tell on me, and it was like drinking draughts of new life to climb gradually higher and higher in the tonga drawn by galloping ponies until, with the altered vegetation, one began to breathe a totally different air and to feel one's limbs, one's whole being, in fact, regaining their proper vigour and elasticity. And oh! the joy of waking up the next morning in a room looking out not on some flat, sun-baked compound, with its usual complement of chubby brown bratdom and skinny poultry, but on the everlasting hills clothed with the beautiful deodar, and dotted here and there with houses which it positively rested the tired eye to look at. To some, it is true, the first few days of Simla, the better part of which lies at about 7,000-ft. above the sea level, bring not unmixed bliss in the shape of sudden fatigue caused by the more rarefied atmosphere, and a queer painfulness in the shins due to perpetual climbing after perpetual going on the flat. But these small troubles soon evaporate in the perfect bliss of mere living in Simla air after feeling that genuine breath of heat which is diffused over the plains of India towards the end of March and the beginning of April.

If you have not the chance of getting away to the hills in April, the next best thing is, perhaps, to seek the depths of the jungle, which about this time is very bearable and altogether more pleasant than the dusty cantonment. Many of the forest trees now put on new foliage, and there are worse forms of existence than life in a tent pitched under a tree in, say, the great Seonee jungle, which extends over a large tract in the Central Provinces, and of which Kipling has written lovingly in "The Jungle Book." A useful preliminary

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in my time was to be on very friendly terms with the Commissariat officer, who might, and sometimes did, lend you an elephant on your becoming solemnly responsible for the beast. I borrowed a Government elephant several times on these terms, though what would have happened if I had happened to mislay him, or he had contracted some weird complaint and "gone off" suddenly, I have not the least idea. The average value of a Government elephant is, I suppose, about Rs.3,000, and to expect a British subaltern to pay that absurd sum would be clearly preposterous. However, as I duly returned my *hathis* into store when done with, the question did not arise, and in the meantime I got a quantity of use and fun out of them as adjuncts to various sporting expeditions.

On one occasion I went out shooting with the Commissariat officer himself, and we took out an assortment of elephants—five, as a matter of fact—in order to give them a change of food and the opportunity of carrying some of our kit. One of the elephants was named Glendower, and was reputed to be "staunch" with tiger—that is to say, he was supposed to stand still in the presence of a tiger and let you shoot off his back. But Glendower was, I regret to say, an elephantine fraud, and did his best to prevent my ever letting off a rifle again or contributing Indian notes to the pages of NAVY AND ARMY ILLUSTRATED.

During one of the beats my friend, the Commissariat officer, wounded a large panther, which bounded into a small patch of jungle and became lost to view. We promptly arranged to follow him on Glendower, who was duly brought up for the occasion. My friend and I sat side by side in the howdah, and shortly after we had entered the patch of jungle out jumped the panther on to Glendower's head. Now by all the rules of the game Glendower ought to have stood still and let one of us put a bullet into the panther's brain. But instead of that he shook the panther off, turned tail, and simply scuttled. You have no notion how fast an elephant can run if he tries, and to us who expected every moment to be carried off by a branch of a tree and left to the tender mercies of a panther who was cavorting about in the rear, the pace seemed equal to anything you ever see "in the straight for home." After a splendid sprint, however, Glendower stopped, and the mahout, who behaved most pluckily all through, got him to turn round and face the panther once more. We both put in shots this time, but again Glendower bolted, and it was not until we had gone through this remarkable performance three times that by a lucky shot delivered over the faithless Glendower's stern I managed to give the panther a *seventh* and fatal bullet in the shoulder.

AN INVINCIBLE TEAM.

THE popularity of the tug-of-war as an item in regimental sports never seems to flag. This event appears to evoke more enthusiasm than any other, although, of course, athletes do not regard it as of the same importance as the mile, half-mile, and quarter-mile, not to mention other contests. When the tug-of-war comes off, all on the ground become keen, however little interest they may have taken in the rest of the proceedings. The teams are rigidly criticised, and regimental enthusiasm and *esprit de corps* run high. A good deal of money too changes hands, of course "under the rose," as no open betting is allowed. An officer who has been a long time in India states that he knows of a case where the winning team and their friends won no less than 7,000 rupees over an inter-regimental tug-of-war. This fact came out when it was noticed that there was a sudden and unusual rise in the canteen receipts for a day or two after the sports.

Any battery would be proud to turn out such a team as that shown in the picture of the 71st Company (Heavy Battery) Royal Garrison Artillery—the old system of numbering the batteries seemed to most of us much simpler and better. Cumbersome as is the name of Major Thackeray's battery, it is knocked into a cocked hat when we read of the Royal Horse Artillery Mounted Infantry Machine-gun Sections.

"Are things what they seem,
Or is visions about?"

we feel inclined to exclaim when we read such an extraordinary jumble of titles.

Between 1897 and 1902 Major Thackeray's men, under the able tuition of Battery Sergeant-Major Counter, have defeated no less than fifteen teams. We should think this almost a unique record. They began their career of victory at Secunderabad in 1897, when they were quartered at Trimulgherry. Their last recorded victory was at the Bundelkund District Assault-at-Arms this year. Those whose colours they have lowered represented one of His Majesty's ships, seven infantry and two cavalry regiments, and five horse, field, and garrison batteries.

As will be seen, the team shown in the picture wear a "7" instead of a "71" on their jerseys. They were the 7th Company of the Western Division when the picture was taken, but immediately afterwards were renamed the 71st Company. It is a happy reflection that, however they may alter the names from battery to company, and the numbers and letters of designations, the garrison gunner remains the same stalwart, steady soldier, carrying on his unshowy duties with his peculiar steadfastness. No branch of any service could turn out a finer, cleaner, smarter-looking set of men than those whose portraits we have the pleasure to publish this week. We congratulate them on their prowess, and heartily wish that they may add to the number of handsome cups which they show as trophies.

Tug-of-war is not all pulling on a rope by heavy-weights. Each of the team must be carefully taught how to pull, and to apply his weight scientifically, and, moreover, all must be taught to pull together. A deal of self-denial, too, is required during the period of training, when the refreshing morning pipe and the cooling pint at noon have to be forsworn. To get a really first-class team together the training must be as severe as that for rowing.

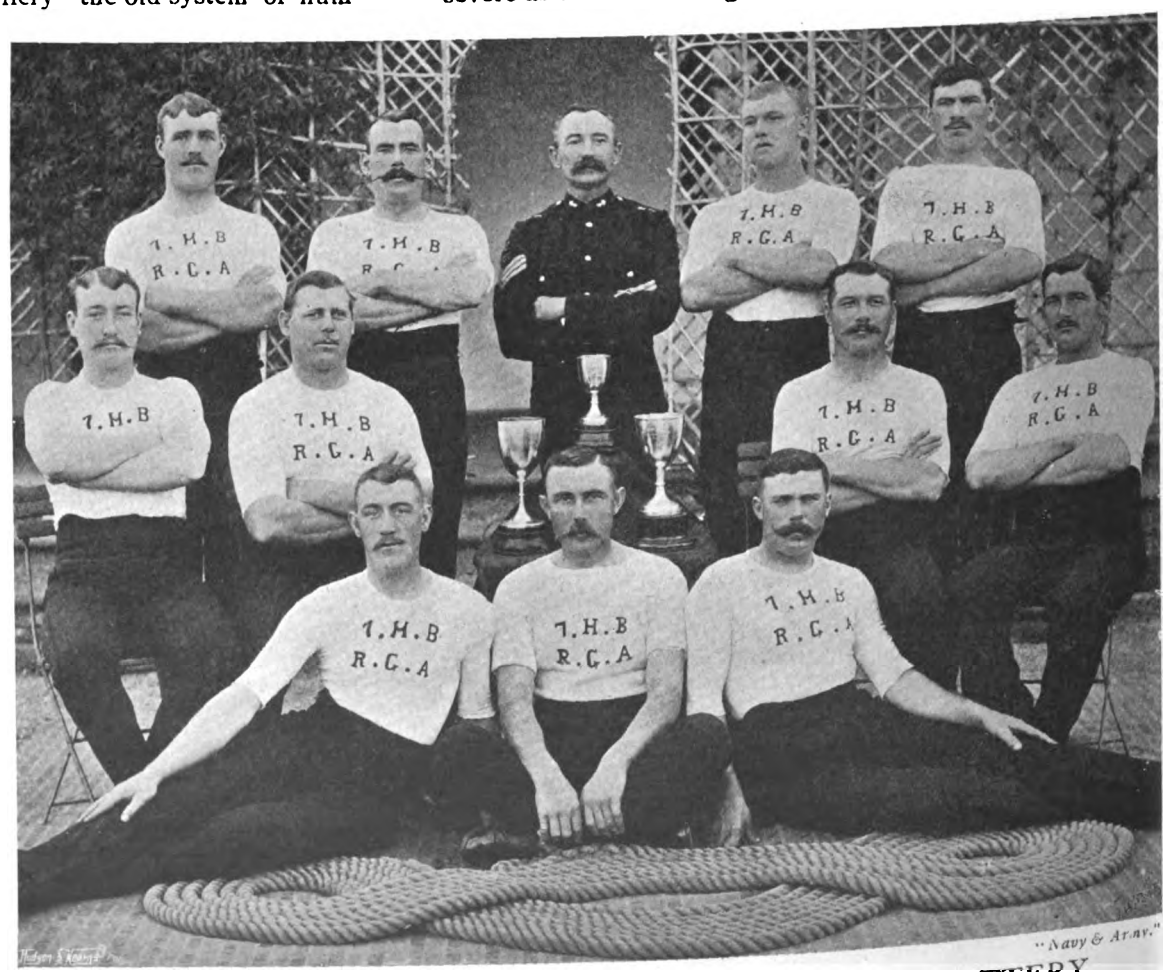

Photo. Copyright.

THE TUG-OF-WAR TEAM OF THE 71ST HEAVY BATTERY.

Reading from left to right the names are—Back row: Bombr Osborne Gnr. Barry, Battery Sergt.-Maj. Counter, Gnr. Randall, and Gnr. Trott. Second row: Gnr. O'Connor, Gnr. James, Bombr. Prince, and Gnr. D'Arcy. Front row: Gnr. Holmes, Gnr. Burns, and Gnr. Woods.

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THE WIDE, WIDE VELDT.

[ANECDOTES AND PEN PICTURES BY A WAR CORRESPONDENT.]

THIS war in South Africa has been an extraordinary war. And not least amongst the eccentricities of custom which have marked its progress has been the fact that during the past year many burghers have taken up arms against their late comrades and countrymen, while for the last six months burgher has been shooting burgher as merrily as in the beginning burgher shot British, or *vice versâ*.

A prolonged war between European belligerents almost invariably ultimately partakes of the nature of a civil war. And this is what is practically taking place in South Africa to-day, when the National Burgher Corps has become an organised force in part officered by British officers.

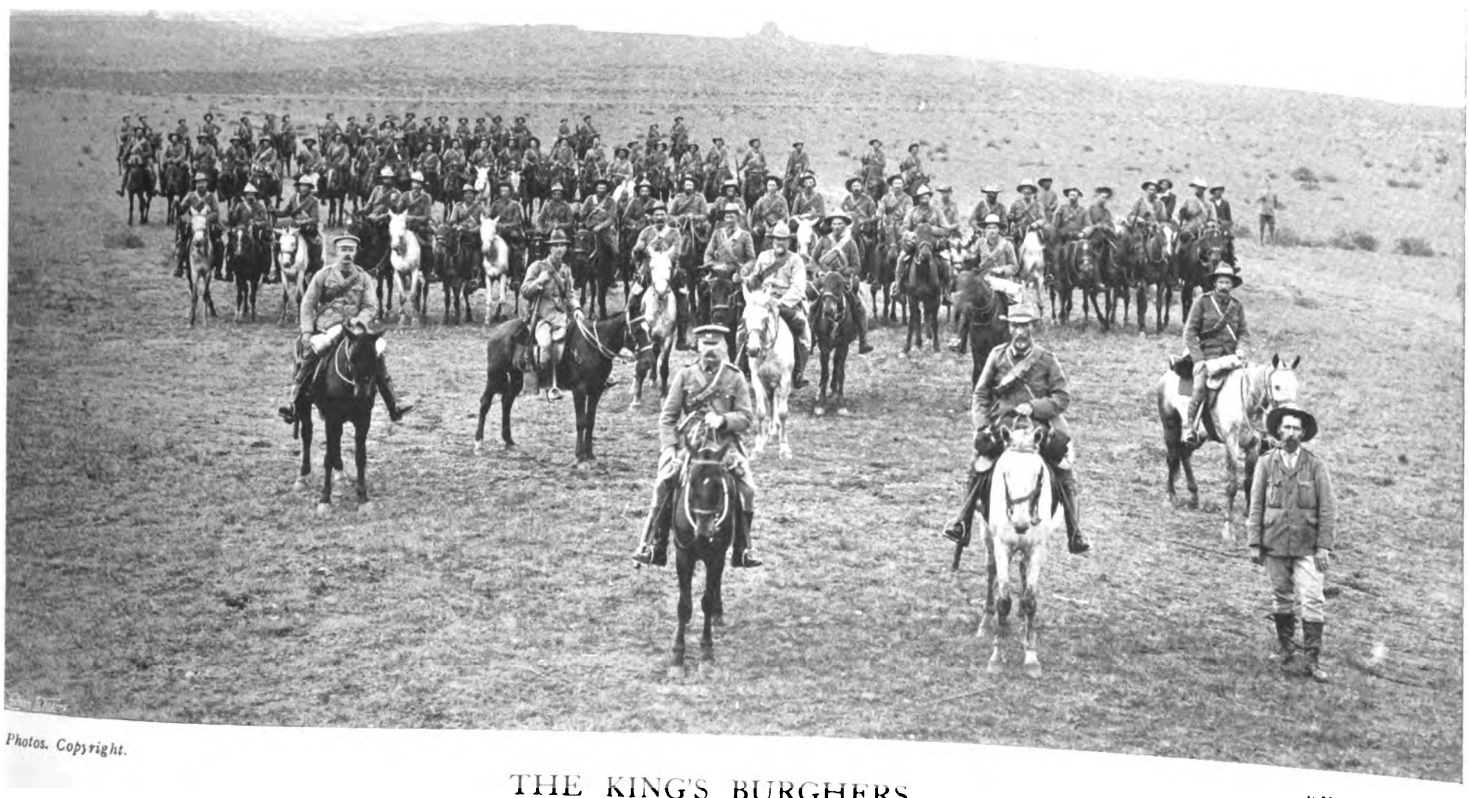
The idea of enlisting burghers to help to restore order in South Africa originated at Bloemfontein. In the vicinity of that little capital there are many well-to-do farmers. These men, when they saw that the struggle was hopeless, and that its prolongation simply spelt "ruin" to the country, banded themselves together, and applied to Colonel C. P. Ridley, then commanding the South African Constabulary in the Orange River Colony, for leave to protect themselves and their property from the guerillas. These were formed into the Burgher Police, and as such did excellent work. The movement spread. Commandant Vilonel of Bloemfontein, who had been a prominent leader, and the late General Ferreira offered to raise a corps of burghers to stamp out the existing opposition to British supremacy. And shortly afterwards General Andries Cronje, whose portrait we are to-day able to reproduce, tendered his services to Lord Kitchener.

FOR BOTH SIDES.

Commandant A. Cronje of the National Scouts.

General Cronje, who is a brother of the famous Piet Cronje of Paardeberg fame, is a Boer leader of considerable military ability. During the battles of Modder River and Magersfontein he was entrusted with the command of a complete wing of the Boer defence. Subsequent to Paardeberg—at which engagement he was not present—he conducted the operations against Methuen in the north-west provinces of the Orange River Colony, and there opposed General Sir Archibald Hunter in his advance upon Christiana and Warrenton. Then when General Cronje found that Pretoria was occupied by Lord Roberts, Laing's Nek forced by Sir Redvers Buller, and Mafeking relieved, he was soldier enough to see that the cause of the Republics was hopeless. He therefore surrendered with his whole commando to Sir Archibald Hunter at Klerksdorp. Here he remained until he felt that it was his duty to again take up arms, but this time not as the supporter, but as the enemy, of the Republican cause.

Already these burgher levies have done good work, and as will be seen from the illustration of the National Scouts Corps, with Cronje at its head, they appear to be a really serviceable body of men. Moreover, they are hard-bitten fighters, as the majority until quite recently were engaged in fighting against us, and after two years of guerilla warfare a man should border on the confines of being a trained soldier.



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THE KING'S BURGHERS.

Cronje's National Scouts.

"Navy & Army."

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LION-HUNTING IN ABYSSINIA.

By Captain Ralph P. Cobbold.

AFTER some three months of wearisome official duties with the Abyssinian Army in the field, it was a great relief to be a free man once more and to be able to indulge in a fortnight's shoot. The methods of hunting the king of beasts are no doubt very much the same all the world over—that is to say, in those parts of the world where he is still to be found. Still, as it does not fall to the lot of everyone to indulge in such royal sport, a few of my experiences may be interesting.

A favourite method for getting a lion is for the sportsman to sit up all night in a kind of small fortress called a zeriba, built near a recent lion kill, such as the dead body of a camel; or on occasion to attach a live quarry to a stake driven into the ground close by. Let us assume that recent tracks of lion have been found in a suitable spot—*i.e.*, suitable for the building of a zeriba, and suitable to the return of the lion. Let us also suppose that no recent kill of a lion has been found, and that it is necessary to tie up a live animal to the stake as bait. We proceed in this wise: The men set to work towards evening to cut down branches and boughs of the numerous thorn bushes which are always to be found in the Abyssinian scrub. With these they then proceed to build a circular hut, sometimes left open at the top and sometimes not, but the whole erection standing some 8-ft. or 10-ft. high. These thorns are very formidable things, and not at all to be classed with the English variety, which would offer but a poor resistance to the rush of a wild beast. So formidable, however, are these spikes that when properly built such a zeriba is practically secure against the charge of any number of lions. Of course the centre of the structure is left hollow so as to receive the hunter and his gun-bearer, who are there to maintain their long vigil. As soon as its erection is nearly completed the hunter crawls in, and the opening through which he entered is finally closed for the night. In building the walls of the zeriba a peep-hole has been fashioned on one side at a suitable height and commanding a view of the stake to which is tied the animal which is to serve for bait. To this stake is then tied up for choice a goat. Now it is necessary to attract the attention of any passing lion, and nothing is so likely to perform this necessary office as the loud bleating of a goat. To ensure this a cord is generally attached to one of the ears of the victim, one end of which cord is carried into the zeriba and pulled from time to time by the bearer.

The goat, however, will not always oblige, or there is something wrong with the arrangement of the cord. Thus on one occasion I remember that as often as we pulled the string, the goat, instead of bleating, came up against the zeriba, through the sides of which it attempted to burrow. This made too much noise at the wrong time, and of the wrong kind, and although I heard a lion roaring quite close by during the night, he would not come near to the goat, and so I got no chance of a kill. On another occasion no sooner was I comfortably ensconced in my place than the cord attached to the goat's ear got entangled around its fore leg, which prevented the pull from taking any effect upon its ear. In these circumstances the goat, which was evidently an old stager, very sensibly remained quiet, and so very materially reduced his serviceable qualities as bait. On the whole, half-consumed carcass is by far the best bait, as, unless seriously disturbed, the lion will return to finish his meal, and it is on these occasions that I have had the best luck with the zeriba.

Photo. Copyright. *Captain Ralph P. Cobbold.*

THE LION-HUNTERS.

Major Hanbury-Tracy and Captain Ralph P. Cobbold.

Another system, very similar to the above, and depending in the same way upon a fresh kill or a live animal by way of bait, is to sit in a machan all night and await the coming of the lion. This is even a surer method of killing the prey than that of the zeriba, provided only that the prey comes in your way. A machan is a kind of platform made of interlacing boughs of trees, and covered, if need be, with long grass or mats, upon which the hunter can remain right over the place where the lion is expected to come. The chief advantage of this position is that, the sportsman being overhead, the lion cannot get scent of him, while his position directly over the bait affords him an excellent opportunity for a kill. However, as in the case of the zeriba, one is absolutely dependent upon the lion's whim, as should he not be very hungry, or should he be suspicious of danger, or should the goat behave badly, one may sit up the whole night and be tantalised with the sound of lions roaring quite close without getting even a shot at a beast.

Of course, the surest way of encountering lions, and also the one involving some real danger, is to go out in search of them and to attempt to dislodge them from their lair or the bushes and long grass in which they take refuge during the day, by means of a drive. Here is an account of a very successful drive in which I obtained a brace of lions.

We were following the tracks of a lion in the hope of coming up with him in the bush. These tracks led into a dense thicket where the *jat* (a creeper which grows thickly on the thorn trees, forming a thick covert and dense shade) had formed a regular network across the lower limbs of the trees about 3-ft. or so from the ground. I climbed up into a tree—not a very secure one, by the way, but still the best I could find—from which to examine the covert. I then directed Robbleh, my gun-bearer, to stand on the far side of a small nullah (or dry watercourse), with orders to keep up a noise, and so prevent the lions breaking covert

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in that direction. The rest of the men I ordered to go round to the opposite side, and drive the lions towards my station. The thicket was a small one, only about half an acre in extent, and the lions, who turned out to be at home, were soon aroused. One came out almost immediately, and was bounding off to my right, when I dropped him with a shot which, though evidently mortal, did not kill him at once. I did not re-charge my rifle until it was seen whether the other lion was there or not. The men lost some unnecessary time in shouting to each other, after the manner of the East, discussing the situation. I heard Robbleh exclaim, "All right, never mind, good luck!" After a time these exhortations had their effect, and the grass was set alight, whereupon a full-grown lioness bounded past at 30-yds., and I rolled her over like a rabbit.

In the meantime the male lion was slowly clawing his way back to covert, stopping every now and then to bite any branch in his way. He succeeded in getting into some dense bushes, where I had great difficulty in finishing him off. The only way of approaching him was from above, and I can assure you we stepped very gingerly along the overhanging boughs. The wounded animal, who was almost under our feet, roared so fiercely and struck the branches so furiously with his paws, tearing away the undergrowth with his great teeth, that at times we drew back in alarm. Any one of us who had fallen within reach would have stood a very poor chance of escape. However, by the exercise of a little patience I got into a good position and put the beast out of his misery. On examining our quarry we found both lions in splendid condition, showing signs of a recent liberal diet of mutton. Elmi, my shikari, cut out the liver of one of them, and bit a piece off and swallowed it; he said it made men brave. I don't know how this may be, but it is certainly a fact that the Somalis are physically among the bravest men I know. The men also packed a large quantity of the lion's fat, which the Somalis boil down and use as a liniment, by which they set much store.

One day when out hunting for lion tracks we came upon a family party consisting of a lion, two lionesses, and three cubs. The first I saw were two of the cubs running along in the grass in front of me. The men gave chase, whilst I ran on to protect them from the mother, who was growling angrily in some bushes close by. I had a glimpse of her for a second as she turned to see what was happening to her whelps, and I ought to have shot her out of hand, but thought it too risky, as she was a long way off. She subsequently gave us some trouble. Meanwhile, Elmi had caught up with one of the cubs, which made a sturdy resistance to capture, turning savagely upon his pursuer and rushing at him with open mouth. However, my shikari was a man of resource. Quickly divesting himself of his one and only garment, called a marro, he deftly threw it over the cub, enveloping him in its folds. In spite of this the young lion was so strong and struggled so frantically that it was only with great difficulty that we were able to tie his legs. All this time the little brute made good use of its lungs, which brought the lioness upon the scene, with results which nearly ended in disaster.

As soon as the mother realised that her cub was in trouble, without a moment's warning she charged out of a bush upon the group of men busy with her offspring. I had only time to take a snap-shot, which missed, though I have no doubt it caused her to swerve in her charge. However, she passed close enough to strike at the nearest man, and, catching his marro in her claws, brought him down with a crash. Fortunately she was charging down hill, and her great impetus carried her clear of the man, who escaped without a scratch. The report of my rifle evidently frightened her, as she did not return to the charge, though one could hear her growling and snarling close at hand.

On another occasion our party was not so fortunate, and I am sorry to say that my gun-bearer Robbleh was badly mauled by another infuriated lioness. It happened in this wise. As the result of a drive I had had a difficult shot at a lioness standing behind a bush. I only succeeded in wounding her. It was, therefore, necessary to follow her up. When we had gone some 200-yds. I heard her growl, and peering through some thick bushes, I could just make out her head as she lay under a tree only about 20-yds. away, lashing her tail and snarling angrily. As I could only see her very imperfectly, I should have been wiser if I had first got up a tree to obtain a better shot; as it was I fired. At the same instant she charged, and before I could get in another shot she was upon us. Me she missed, but Robbleh, who was standing by my side, she seized with tooth and claw. Overborne by the shock of her charge, he fell under her. The next moment I had turned and killed her with a shot from my left barrel, the muzzle touching her head and singeing her hair. I then saw that she had caught my unfortunate gun-bearer by the left arm, which she held in her terrible jaws, while with her powerful claws she had made a deep gash in his neck. Unluckily for the poor fellow, this by no means represented the extent of his mishap, as, before anything could be done, one of the escort men came up, and not realising that the lioness was now dead, seeing her body still twitching, stupidly aimed his gun at the beast. Elmi and Robbleh himself both shouted to the man not to fire, but he was too excited, and before he could be prevented he let off his Martini, and shot poor Robbleh in the ankle, breaking the bone. It was a bad business. But the poor fellow took his misfortunes most bravely and kept on repeating to himself, "La Illah Illalah, Mahomeda Razul Allah" (There is only one God, Allah, and Mahomed is his prophet). Luckily the doctor of our expedition was close at hand, and in the course of a few hours we had him in attendance. It was, however, a sad ending to our sport for that day. I am happy to say that Robbleh recovered from his wounds in due course.

Photo. Copyright *Captain Ralph P. Cobbold.*

THE SPOILS.

A dead lion and our beaters.

In the Seven Years' War there were three Dukes of Brunswick who distinguished themselves. Duke Augustus William entered the Prussian service in 1731, and made the campaign of 1734 on the Rhine. He was wounded in the Silesian War at Molwitz in 1740, and at Hohenfriedberg in 1745. In the Seven Years' War he commanded a corps for the King. He was present at the victory of Reichenberg, and at the defeat of the Austrians near Prague in 1757. He was made prisoner by the Austrians in an affair near Breslau in 1757. After his return from captivity in the following year, he commanded in several actions against the Russians and the Swedes. He died at Stettin in 1781. Duke Ferdinand, son of the Duke of Brunswick-Wolfenbuttel, the most celebrated of the family, was born in 1721, and entered the service of Frederick the Great in 1740. He was present at Molwitz, at the siege of Prague, and at the battle of Sorr. In the Seven Years' War he commanded the British and Hanoverian Army. In 1759 he won the battle of Minden, and in 1762 he drove the French out of Hesse and saved Hanover. After this campaign he retired into private life, and never served again, though he did not die until 1792. The third Duke of Brunswick who took part in the Seven Years' War was Duke Charles, better known as the Hereditary Prince of Brunswick, who was born in 1735. He was a nephew of Duke Ferdinand and of Frederick the Great. At the age of twenty-two he carried a French battery at Hastenbeck. In 1758 he greatly distinguished himself as a military commander, and in 1760 he surprised the French at Kloster Camp. In 1778 he was again in the field in the Bavarian War, in which he maintained himself with great credit in a difficult position at Trappau. He succeeded to the Duchy in 1780, and in 1787 he commanded the force that entered Holland and took possession of Amsterdam. In 1792 he was nominated to the command of the Austrian and Prussian Army which entered France. He was killed at the battle of Auerstadt.

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THE GERMAN CROWN PRINCE AT BAMBERG.

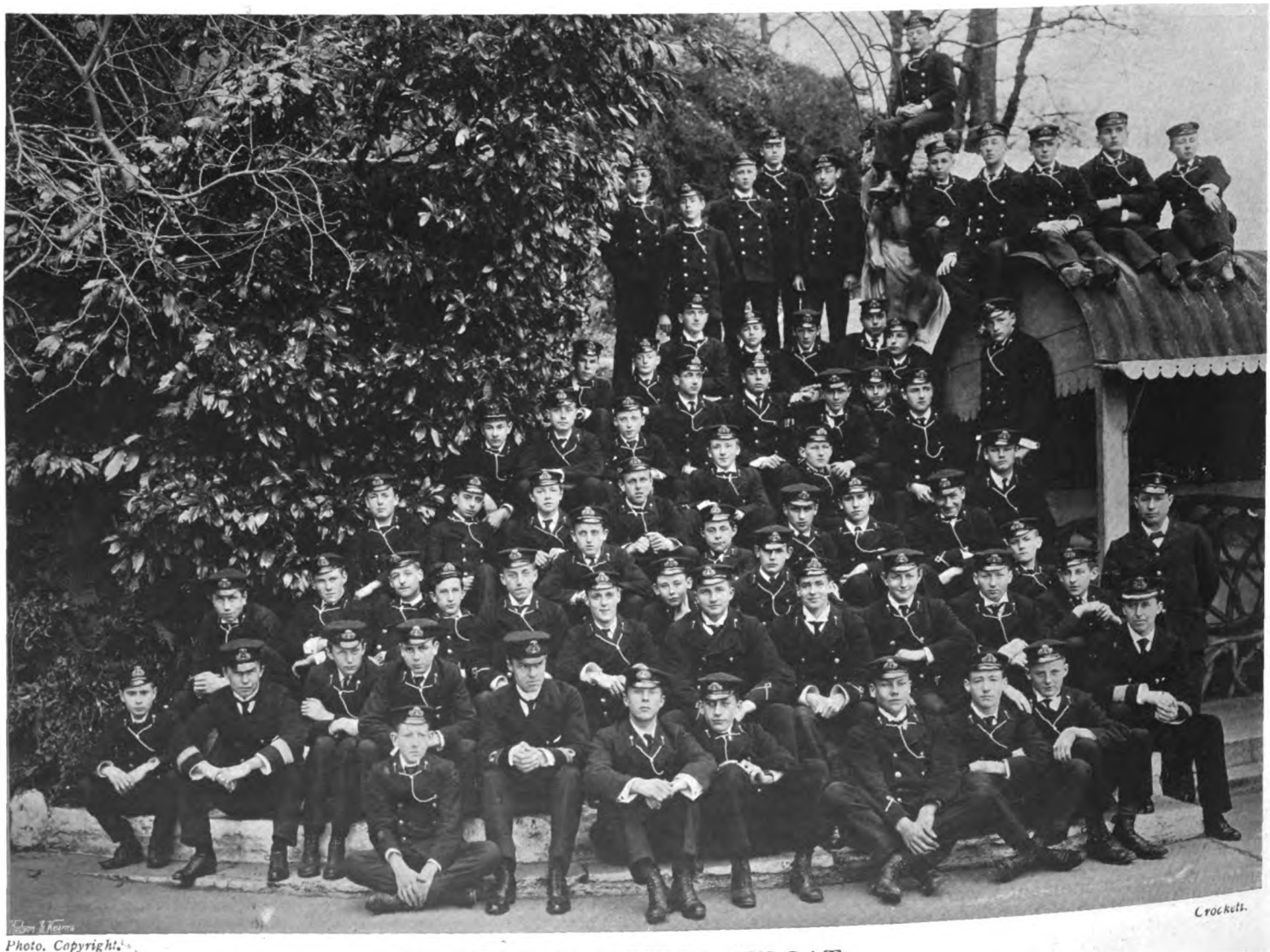
Photo. Copyright. *Uhlenhuth.*

AMONG THE UHLANS.

The Crown Prince and the officers of the 1st Uhlan Regiment.

This striking group is a pleasant souvenir of the German Crown Prince's recent visit to Bamberg, where the 1st Uhlan Regiment accorded its Royal visitor a very enthusiastic welcome. At the dinner given at the barracks the Crown Prince wore the uniform of the regiment. Prince Rupert of Bavaria was in attendance on the Crown Prince.

LEAVING THE ALMA MATER.



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BOUND FOR SERVICE AFLOAT.

The fourth term cadets of the "Britannia."

These are fourth term cadets on board the Dartmouth training-ship, which is the school for the officers of the British Navy. They have recently passed out of the ship, and will soon join various vessels in commission either as midshipmen or cadets. But their days of instruction are not at an end. As Admiral Douglas recently told them in presenting the prizes, if they are ever to attain to distinction in the grand old Service to which they belong, they must learn something every day, for they can never have too much learning or experience.

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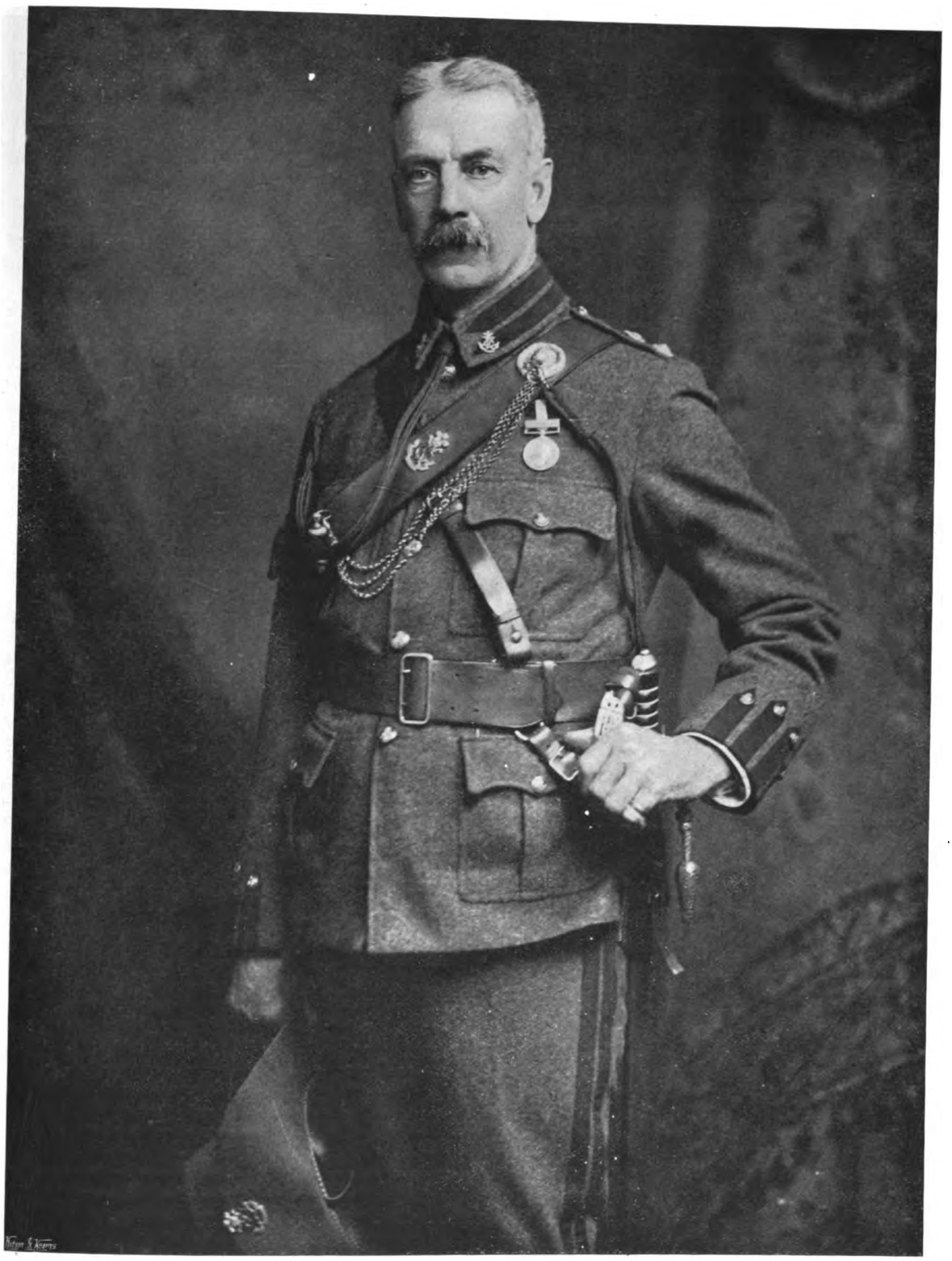

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THE LEADER OF THE "KING'S COLONIALS.'

LIEUTENANT-COLONEL NESBIT WILLOUGHBY WALLACE.

Colonel Willoughby Wallace, who commands the 4th County of London Imperial Yeomanry, better known as the "King's Colonials," is just the man to be at the head of this fine new organisation. An ex-King's Royal Rifle Corps officer, he saw service in the Red River Expedition of 1870, and is keenly in sympathy with that practical form of Imperialism which has brought the "King's Colonials" into vigorous being. He is also by birth closely associated with Colonial developments, and one of his ancestors was a Colonial Governor nearly a century and a-half ago.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

*** *We regret that the name of the photographer of the excellent picture of Major-General the Earl of Dundonald, published in last week's paper, was inaccurately given. The photograph was taken by, and is the copyright of, Messrs. Faulkener and Co., of 21, Baker Street, W.*

After the War.

MEN and women who were young when the troops marched through cheering streets to embark for the Russian War, are often heard to talk of the changes that followed in the train of that ill-starred war. "Ill-starred" is, at any rate, our epithet for it. We can see that, as Lord Salisbury has told us, we were putting our money on the wrong horse when we took in hand the bolstering-up of the Sultanic system. We look in vain for any valuable results of the campaign that aroused so much enthusiasm only fifty years ago. But when we hear old people talking about the effect of the Russian War upon the social life and the mind of the country, it makes us begin to doubt whether wars are not sometimes useful instruments of progress, even though their political effects are invisible after the lapse of half a century.

The unsheathing of the sword between Russia and Turkey, which was soon to gain the aid of England and of France, happened at a time when this country was in a state of stagnation. We had been hollowing the same furrow for so long that something was needed to shake us out of our lethargy. "We had known so little of war for nearly forty years that, added to all the other emotions which the coming of battle must bring, was the mere feeling of curiosity as to the sensation produced by a state of war. It was an abstraction to the living generation—a thing to read of and discuss and make poetry and romance out of; but they could not yet realise what war itself was like." So writes Mr. Justin McCarthy in his "Short History of our Own Times," and a little later his pages show plenty of signs that the smug self-content of the English people very soon began to be disturbed. Before the cheering had altogether died away, and while the music-halls still rang with songs glorifying the doggedness and daring of our soldiers, news came of the disorganisation and general muddle that prevailed in the field. Then the public mood changed. People took to criticising all the arrangements for the campaign. The clubs were full of military experts, explaining how troops ought to be led and looked after, just as the clubs are full of such experts to-day. Everyone woke up and took an interest in the war. Torpor was gone. Excited discussions upon every point in the operations stimulated the public mind. The country was awake, and not at all inclined to go to sleep again.

It was, in consequence of this awakening, quite ready for the changes that were bound to take place when the army returned. You cannot send a vast number of men to a distant land and let them mix with people of other nationalities without producing an effect upon their mental state. They look upon everything with a fresh eye. They see that there are other modes of doing things besides those to which they have been brought up. They bring back with them new currents of thought, new ideas, an altered view of life in many of its aspects. If Necessity is the mother of Invention, Emergency is the father of Progress in a hundred ways. Methods that have worked satisfactorily enough when the machine of State has been grinding slowly along a well-beaten track, are found to be too slow and cumbrous at a moment in which men's lives may depend upon quick decision and unhampered freedom of plan. And, when once old methods have been abandoned, they are seldom restored. There are many conventions and customs in social life, and much routine and formula in political life, that we only tolerate because we are so well accustomed to them all. As soon as our eyes are opened to their uselessness and tediousness, and as soon as some emergency has forced us to adopt simpler ways, they are cast aside, not for a time, but for all time.

Take two small matters of social habit that were directly affected by the Russian War. Smoking was one, the wearing of hair upon the face was the other. Both practices began to be common only after the return of the army. Before 1850, to be clean-shaven was one of the outward and visible marks of a gentleman, according to the world's definition. Soldiers were sometimes permitted to disregard the rule. Colonel Newcome, you recollect, wore "long, black moustachios." But what a fuss there was when Master Clive took to growing his beard, and how quickly Mr. Jos Sedley shaved off his military-looking moustache as soon as there was a chance of his being mistaken by the French for a soldier after Waterloo! Nowadays there is no rule or fashion for men in this matter at all. They follow their inclination—the only sensible plan. And the beginning of the adoption of this sensible plan was made when soldiers came back from the Russian War "bearded like the pard," and when people at home saw that hair on the face was not so very disfiguring after all. Much the same thing happened with regard to smoking. It had been regarded as a habit to be indulged in furtively by anyone who wished to be thought refined. But officers who had found their pipes a comfort to them during the bitter winter of the campaign, were not by any means ready to give them up when they came back to England. So smoking gradually became as much a matter of every day as growing a beard or a moustache.

These are only, as we have said, small matters, but they illustrate, as well as any instances could, altered points of view that may be traced directly to a war. Similar instances could be cited in the case of many other wars, both in ancient history and in modern times. And we may be sure the same thing will happen, both in expected and unexpected ways, when the troops return from South Africa, as there now seems a reasonable chance of their returning before very long. Can we forecast some of the changes in our mental attitude that will be attributed by future historians to the Boer War? It would be interesting, at any rate, to try. We will throw out some suggestions in this **direction next week.**

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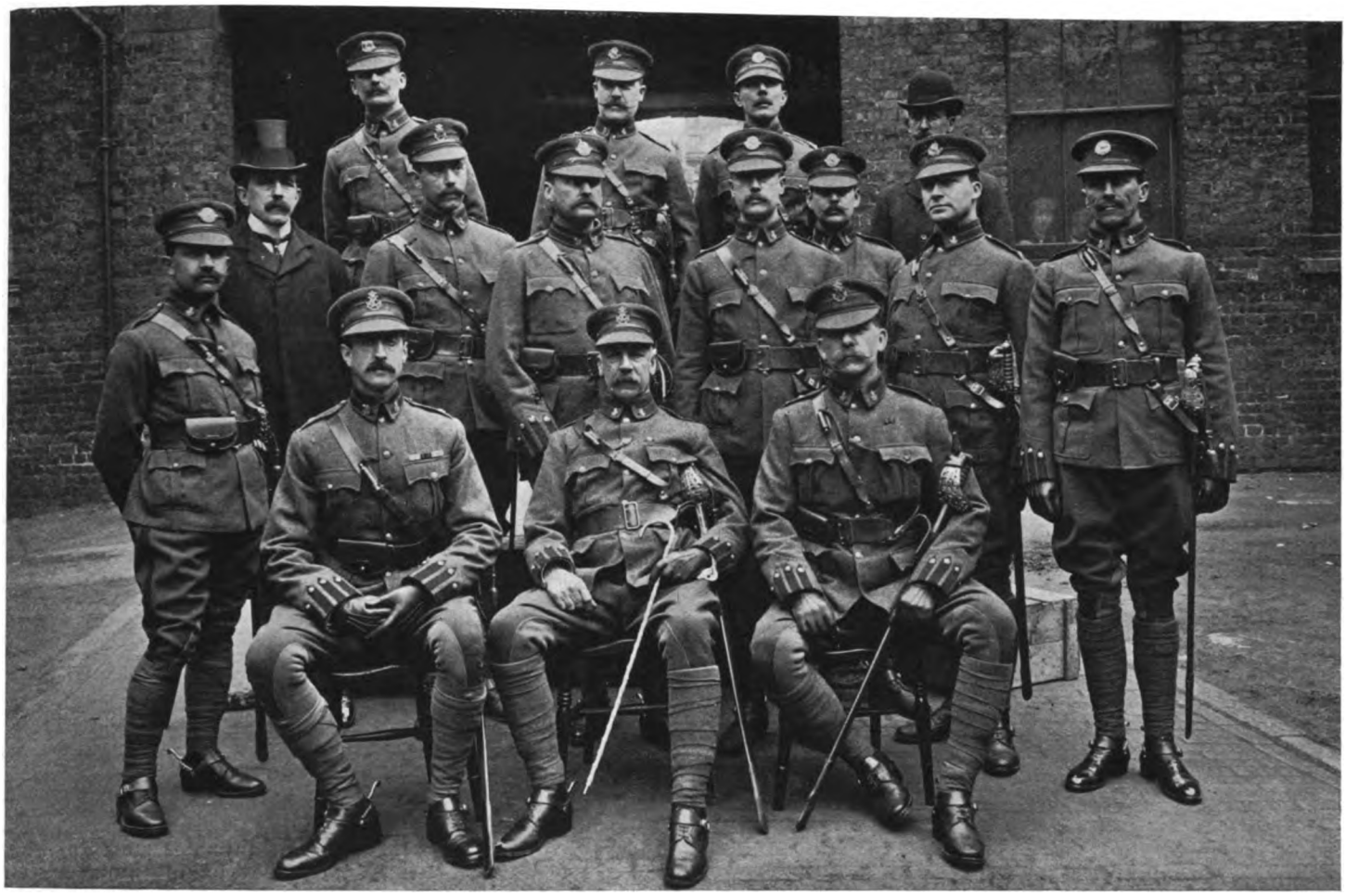
THE "KING'S COLONIALS"

(4TH COUNTY OF LONDON IMPERIAL YEOMANRY).



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"REGI ADSUMUS COLONI."

The officers of the "King's Colonials."

Reading from left to right the names are—Back row: Lieut. Lionel James, Capt. J. Howard, Lieut. P. Hare, and Surgeon-Lieut. L. J. H. Oldmeadow, M.D. Second row: Second Lieut. H. C. Corlette, Col. Sir E. W. D. Ward, K.C.B. (Under-Secretary of State for War), Lieut. G. Hamilton, Capt. Sir Robert Baillie, Bart., Lieut. A. G. Berry, Second Lieut. W. J. Ratcliffe, Lieut. Hamar Greenwood, and Lieut. G. Seymour Fort. From row: Maj. J. M. Vereker, Lieut.-Col. N. Willoughby Wallace, and Capt. and Adjt. R. R. Thompson.

So much has already been written and spoken about the "King's Colonials," that it seems scarcely necessary on this occasion to make more than a passing reference to its immense Imperial significance as a regiment, and to the obvious influences, moral and material, which such an institution must have on the scattered, yet united, components of our Empire.

The idea of a metropolitan regiment of Yeomanry, to be composed entirely of Colonials, was, we venture to suggest, delightfully original and appropriate; and the credit of it rests with Mr. George Hamilton, who has since taken a commission. He consulted in the first place Colonel Willoughby Wallace, who is now the commanding officer, and the originators are to be heartily congratulated on the absence of impeding formalities in their preliminary negotiations with the War Office. The authorities liked the idea, and seem to have furthered its consummation by every means in their power. The consequence is that the "King's Colonials" comes into existence at the very time when we in England begin to realise in full the vast amount of good work that has been done in South Africa by our kinsmen beyond the seas. If further evidence of official goodwill were needed, it would be found in the presence of Sir Edward Ward, Under-Secretary for War, at the regiment's first uniform parade, on Saturday, April 19. Sir Edward made a minute inspection of the ranks, and afterwards gave a short speech, in which the dominating note was one of surprise and congratulation at the smart and soldierly appearance of all ranks after so short a period of instruction.

A hard and fast rule has been drawn as to the qualifications for membership. Every officer and man must be either Colonial born himself or of Colonial parentage. Had membership been thrown open to anybody who had seen service in South Africa, there would have been little difficulty in attaining full strength, but it was felt that such a step would not be in accordance with the spirit of the regiment. The commanding officer retains, however, discretionary power to admit those who have rendered special service to any Colony. The full establishment is 596 of all ranks, and these will be divided into four squadrons, three of which have already been formed. They will be organised on the following lines: 1st Squadron (the British Asia Squadron), representatives from India, Ceylon, Burma, Hong Kong, Singapore, and Eastern Dependencies; 2nd (British American) Squadron, including the Dominion of Canada, West Indies, and Dependencies in the Western Hemisphere; 3rd (British Australasian) Squadron, representing Federal Australia, New Zealand, Fiji, and South Sea Islands; 4th (British African) Squadron, representing Cape Colony, Natal, Rhodesia, Transvaal, Orange River Colony, and other African Dependencies. In addition to these there will be a battery of machine guns, a corps of signallers, and an ambulance corps, making the regiment a complete and independent unit.

Needless to say, a good many men who satisfy the preliminary conditions have seen service in Africa, and several of these have gravitated to the "King's Colonials." This may account to some extent for the rapidity with which the regiment has settled down to its duties; within a fortnight of its formation the chain of responsibility was completely established, and the corps, or rather its nucleus, was in thorough working order. Drills are held nightly, and the regiment will go into camp at Sidcup from June 14 to June 29. The drill hall is situated at 304, King's Road, Chelsea, and the accommodation includes a suite of rooms for social purposes.

The regiment is honoured in having for its colonel the Prince of Wales. His Royal Highness's birthday, June 3, will be made the occasion of the first annual regimental dinner.

Lieutenant-Colonel N. Willoughby Wallace, the commanding officer, was originally in the King's Royal Rifles. He took part in the Red River Campaign of 1870, and has also served in India. He is a keen cricketer and good all-round sportsman, but he is probably most widely known in connection with the Slade-Wallace equipment, of which he is the inventor. His second in command, Major J. M. Vereker, late of the 4th Dragoons, has recently been employed as adjutant of a battalion of Imperial Yeomanry in South Africa. He wears the Soudan medal and Khedivial Star.

Captain and Adjutant R. R. Thompson was also originally in the 4th Dragoons. He initiated the New South Wales Lancers, and is associated with the early history of other mounted corps in Australia and New Zealand. He has

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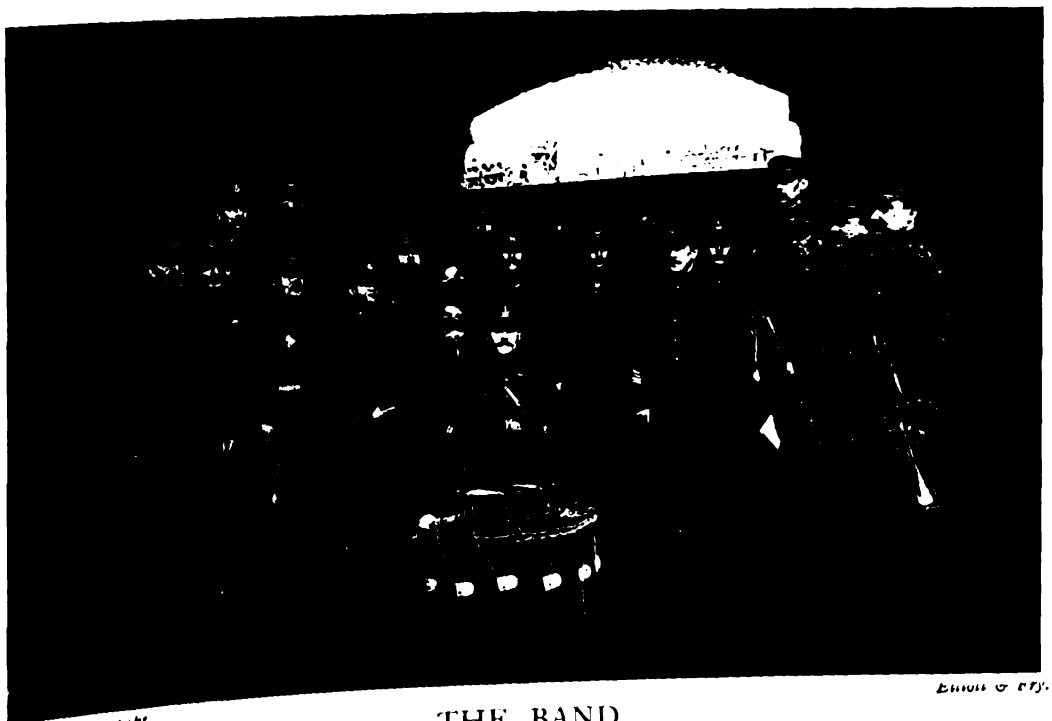
"FROM THE FOUR CORNERS OF THE EMPIRE."

The non-commissioned officers.

THE FIRST REGIMENTAL "PARADE STATE."

The permanent staff on April 19.

Reading from left to right the names are: Squadron-Sergt.-Maj Fegan, Regt.-Q.M.S. Palmer, Capt. and Adjt. R. R. Thompson, and Acting Regt.-Sergt.-Maj. Thompson.



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THE BAND.

"Martial music's stirring strains."

been twice to South Africa during the war. On the first occasion he commanded a Service Squadron under General French, and more latterly has been employed on remount work. He returned in November last on being selected by Colonel Wallace for his present post. Captain J. Howard, who commands the British American Squadron, is an excellent rifle shot. Captain Sir Robert Baillie, Bart., commanding the Australasian Squadron, lived for many years in Australia, and has been employed at the Imperial Yeomanry Office since the war began.

Of the junior officers Lieutenant Hamar Greenwood is a Canadian barrister. He intends to take an active part in Imperial politics. Lieutenant G. Seymour Fort was A.D.C. to Sir Peter Scratchley and Lord Loch in Australia and Africa respectively, and lately held a commission in the Rhodesian Volunteers. Lieutenant Lionel James has acted as war correspondent for the *Times* in several campaigns, and is at present engaged in writing a history of the South African War.

The recruiting is going on very satisfactorily. Over 200 men were enrolled in the first two months. This, considering the obvious limitations of scope, denotes a very fair rate of progress. The regiment hopes to be represented at the Coronation, and, in view of the strong feeling for the Colonies which at present animates most Englishmen, it is, we should think, more than probable that the necessary permission will be granted. The regiment will certainly be represented at the Military Tournament.

The uniform of the "King's Colonials," though simple, is extremely effective. Both full dress and undress are of khaki cloth with scarlet facings. The men of each squadron wear a distinctive metal badge, which shows at a glance the part of the Empire which they represent; thus, the badge of the Australasian Squadron is a kangaroo, while that of the African Squadron is an ostrich. The full-dress headgear is a variation of the slouch hat with which we have become so familiar during the last three years; but it is the undress headgear that has recently taken London by surprise. This is modelled on a German basis, with a flat crown and a broad peak. Hitherto it has been worn only by staff officers and others high in authority, but we understand that, in adopting it, the "King's Colonials" are only acting as pioneers, and that it will shortly come into general use, more especially for Artillery.

There is another direction in which the Colonials have signified their intention of taking the lead, or at least of moving with the times. At the recent Motor Car Show at the Agricultural Hall the regiment purchased a 15 horse-power Pegasus car for the conveyance of officers engaged in superintending operations; it is capable of travelling forty miles an hour, and we should think that it would prove a formidable rival to the car used by Colonel Fludyer for inspecting purposes, on the occasions when the South London Brigade is performing outpost duty.

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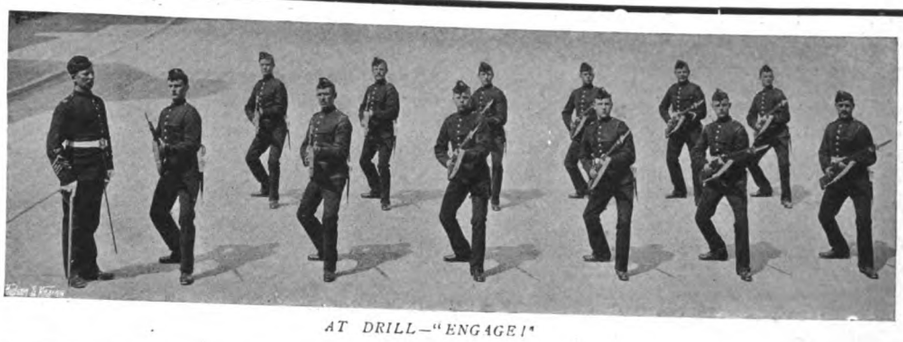
THE "INDIA."



AT DRILL—"ENGAGE!"

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

IT is not, I presume, a mistake to suppose that the name of the French military writer, Captain Georges Gilbert, is unknown to the vast majority of English readers. For my own part, it was quite new to me till accident threw in my way an account of his latest volume, "La Guerre Sud-Africaine," contributed to *Le Journal des Débats* by the military critic of that paper, who writes under the name of Charles Malo. M. Malo is such an excellent critic that one can generally take his word for it. So as he spoke very highly of Captain Gilbert, it seemed to be a safe thing to get that author's study of our war, and see whether it deserved all the praise it received. The volume, when one got it, was found to give a touching introductory account of the writer, and references in very laudatory terms to other books of his. One thing leading on to another, I have had occasion to make the acquaintance of Captain Gilbert in his books, and have come to the conclusion that Englishmen interested in military literature would gain by knowing more of him than they appear to have done hitherto.

* * * *

"La Guerre Sud-Africaine" is a posthumous work, which is the reason why it contains the biographical notice of Captain Gilbert already referred to. His story is a most pathetic one, and, to him, most honourable. Captain Gilbert was born at Mey, near Metz, in 1851, and entered the great French scientific school, the Ecole Polytechnique, in 1869. During the Franco-German War he served as sub-lieutenant of Artillery in the defence of Paris and in the retaking of the capital from the Communards. After the war he entered the Ecole Supérieure de Guerre, and came out as the first of his year. General Miribel, who was then a leading personage in the French Army, put him on the General Staff, and he was attached to the 9th Division, which has its headquarters at Nancy. Everything seemed to promise well for Captain Gilbert, when he was crushed by a stroke of paralysis which crippled him for life, and made an active career impossible. With the indomitable strength of will and boundless power of work of the best kind of Frenchman he set himself to do the next best thing, namely, to write about the business of soldiering since he could no longer practise his profession. He found his opening in the *Nouvelle Revue* of Mme. Juliette Adam, and it was through this magazine that he was able to make himself known as a writer, and thinker. An Englishman with his brains and in his position would have waited long before he found a magazine prepared to give him the same opening. Here he would first have been asked to get a reputation as an "expert," and then to contribute one article. The sort of thing which would have been preferred would have been a demonstration that Captain Blank's latest improvement in the breech action of the So-and-So rifle Mark XXXI. was going to revolutionise war and alter the destinies of mankind. They order things otherwise in France, and Captain Gilbert had a chance to do much solid work for the *Nouvelle Revue* before he died last October.

* * * *

General Bonnal said of him that he was the most profound military writer of his time, and the praise is by no means excessive. The first part of his work presented in book form to the public was his "Essais de Critique Militaire," which was published about the end of 1887, and obtained the exceptional honour for a technical treatise of a third edition. It consists of two parts of unequal value. The first is an essay on Clausewitz, which is worth reading by most who already know the Vom Kriege; but the practice of reading essays about writers one does not know is not to be recommended. It is only good when it leads you to study the subject of the criticism. But the second, and much the larger part of the volume is headed "Septembre-Octobre, 1806—Juillet-Août, 1870." Captain Gilbert had a horror of clap-trap titles which even went too far. His heading not uncommonly gave little, or no, idea of what he was going to write about. In this case his rather clumsy name stands for a most striking comparison between the generalship of the German General Staff in 1870 and Napoleon's management in the Jena Campaign. Captain Gilbert's object was to show that the Germans were by no means such superhuman generals as the world was disposed to think when the shock of their triumphs was fresh. He wrote partly to confute the pretension of Kraft zu Hohenlohe that the Germans had improved on Napoleon, and partly to persuade his countrymen to look to their own history more, and stand less in open-mouthed admiration before the superiority of their neighbours over the border. On the whole, he shows with unanswerable force what most cool-headed men who looked at the facts soberly might have guessed for themselves—namely, that there was a great deal of fumbling on the German side in July and August of 1870. They won because they were superior in numbers, good in the quality both of officers and men, and animated by a fine zeal for the service throughout, while the French were in a state of intellectual and moral weakness and anarchy. The greater force bore the weaker down by sheer energy. Captain Gilbert's view is accepted largely by Germans now, and the gilt has been largely rubbed off the wonders of the German General Staff in 1870. Still, it is to his credit that he began. His treatise had a great effect on his own countrymen, and is well worth reading still as a piece of military criticism.

* * * *

The "Sept Etudes Militaires" followed in 1892. It is a collection of reprinted articles dealing with all the main questions of military organisation, and is far too full of matter to be analysed here. One has to be content with saying of it that it is full of ideas and of sound reasoning, put forth with that blessed faculty for stating things in order, and making them clear, which is peculiarly French. In the course of his studies Captain Gilbert has occasion to mention many other writers, sometimes for approval, and occasionally, as might be supposed, for the purpose of differing from them—which, by the way, he always does with perfect temper. Of his accuracy, or inaccuracy, I cannot speak with any authority, but he inspires confidence. The chief impression left by this element in this volume is one of admiration for the amount of good work done for the French Army during the last thirty years. We get a conviction that behind the advertising Boulanger type of officer, and the sort of generals who made such a deplorable exhibition of themselves in the Dreyfus affair, there are in France thousands of military gentlemen who are working at their business with extraordinary industry and conscience. We certainly have produced nothing—apart from General Hamley's "Operations of War"—which can be said to rank with the writing of Captain Gilbert himself, or with some of the treatises he describes. General Langlois's, for instance, or Colonel Maillard's—judging of them, that is, by what he says. His "Lois et Institutions Militaires" I have not seen. It

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appears from M. Malo's reference to it to be exclusively concerned with the French laws on recruiting, the formation of the cadres, and the effectives.

* * * *

What a writer who brought all this training and knowledge, to say nothing of natural faculty, to the task, has to say about our war in South Africa, must naturally be worth looking at. I hope to speak of it more in detail later. It certainly is readable, clear, and marked throughout by a critical spirit in the proper sense—that is, the habit of looking for the real causes, and real significance of events, and a steady determination not to accept every apparent, or even real, novelty, as a proof that the principles of war have been revolutionised from top to bottom. Just to clear a superfluity out of the way, it is well to note that Captain Gilbert is no friend of ours. What real Frenchmen, and how many foreigners of any race, are? Of course he talks of our greed, hypocrisy, and so forth. To this the adequate answer is "pooh-pooh," or something equivalent. We are all tarred with this brush, and supposing all the late captain said were true, we have done no worse than his own countrymen have done in Corsica, Algiers, Tonquin, etc., and than they must do again if his wish is fulfilled and France has an active foreign and colonial policy.

A PRESENTATION OF COLOURS.

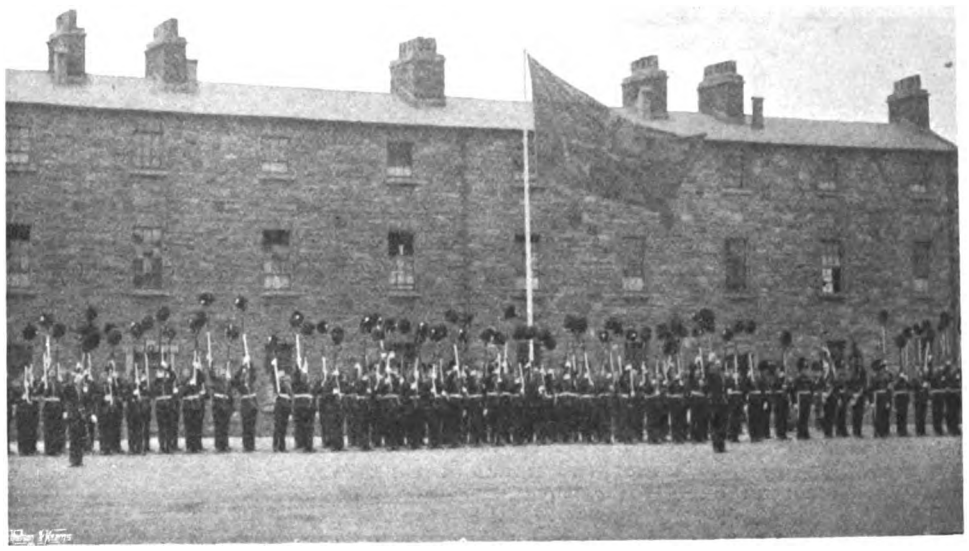
IT is a strange fact that "the military are always popular in 'dear dirty Dublin.'" "The Dandy Fifth" may be hooted at the theatre, although the play represents the doings of an essentially Irish regiment; the applewoman at the corner may "damn the sojers" as they go by; still "Dublin" loves the red coat. How many Dublin boys have left their bones on the veldt for love of glory? How many are still ready to do so? If the gentlemen who worry the House of Commons with impertinent questions were to ask questions such as these, pertinent and to the point, the true feeling of Ireland might be realised.

Dublin did honour to the "Fighting Fifth" when its new battalion received its first colours. His Royal Highness the Duke of Connaught himself presented them. The gathering to witness the ceremony was representative of the Irish metropolis. In addition to the fact that there were Royal and Serene Highnesses present, many of the local nobility attended the function. Pat loves a lord no less than John does, even though the lord be a new one. Pat likes to see the ceremonies of his capital attended by as many as possible of those who have handles to their names. No one is more prominent or more vociferous in his cheering than is our Irish brother when honour is done to anyone. Thus, when the gallant Northumbrian is honoured by having his colours presented by a Royal Duke, no less than the King's brother, Pat at once forgets the treason which is taught him so diligently, and cheers wildly for the flag for which his fathers have died, and for which he is ready to die.

Not the least impressive part of a presentation of colours is the solemn benediction of the Church. The careful guarding of the colours in time of peace is a relic of the days when the colours were the absolute symbol of the life of the regiment to which they belonged. To save the colours, many and many a gallant life has been gladly given for the country and the Crown.

Colours are not now taken into action. Before a corps proceeds on service they are placed in safe custody as suits such honourable insignia. It is, however, but yesterday that the colours were the rallying point. Who will forget Melville and Coghill, who well and truly laid down their lives in saving the colours of the 24th? No doubt among the youngsters of the "Fighting Fifth" there are Melvilles and Coghills only waiting for their opportunities. The opportunity of the young generation will come in a different way. The colours will be carefully stowed when the 4th Northumberland Fusiliers go to war, and "When Johnny comes marching home again" they will be all the fresher for not being carried through dusty lands and trying rivers. The men whose duty it would have been to carry them and stand by them to the last are nowadays employed in less sentimental, if more useful, duties.

It has not needed the example of the present war to show soldiers that the system of rallying round colours can no longer be carried on. The colours themselves, if displayed, form an excellent mark for the long-range rifle men of to-day. Nevertheless, an example so recent as that of Gravelotte shows how the colours saved a whole army. The incident alluded to is familiar to all students of the great war between France and Germany. Space does not allow of a more detailed reference.



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HIP! HIP! HURRAH!!

The men cheering the King.

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THE EMPRESS STATUE.

Waiting for the Viceroy to unveil the statue.

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A TRANSPORT FERRY, TRANSVAAL.

CROSSING A FORD IN CAPE COLONY.

A SQUARE MEAL FOR "TOMMY."

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

ONE of the most talked of, as well as actually prominent, persons of the day is the Right Hon. Richard Seddon, Premier of New Zealand, whose fiery patriotism, coupled with a refreshing plainness of speech in keeping the Mother Country "up to the mark," has been quite one of the leading points in the Colonial history of the past three years. When the other day the ninth New Zealand contingent for South Africa was leaving Wellington, Lord Ranfurly, the popular Governor, seized the opportunity to pay Mr. Seddon a very handsome and fitting compliment, and it is well that such an important tribute should be echoed in these columns. Mr. Seddon has indeed, as Lord Ranfurly remarked, not waited to see other Colonies act, but has throughout, by his spontaneous and loyal action, set an example of promptitude and patriotism which has made New Zealand the cynosure of all eyes. "He has done more to raise feelings of Colonial Imperialism and acknowledge the debt of honour due to the Homeland than probably any other Colonial statesman in the Empire's history." This is praise indeed, and those who have watched Mr. Seddon's career, and have noted the single-minded sincerity of his policy, will cheerfully admit that, effusive as the encomium is, it has honestly been deserved by the vigorous Imperialist whom we shall shortly have among us on a second official visit. For Mr. Seddon, who first became Premier of New Zealand in 1893, represented the Colony in London at Queen Victoria's Diamond Jubilee.

Of course Mr. Seddon has his critics, carping and not very nice-natured critics some of them, and even over here there are those sufficiently ungracious to suggest that men like the New Zealand Premier are *plus royalistes que roi*. In a recent cartoon from the pencil of an artist who is usually a model of kindliness and good taste, Mr. Seddon is depicted as offering to give lessons in Imperialism to Mr. Chamberlain, and the impression is created that the former has been a little "overdoing it" in the matter of patriotic support of the Mother Country. Apart from the ungenerous and, indeed, seriously ungrateful sentiment here indicated, there seems a failure to understand what, after all, is the natural relation between the Homeland and the Colonies in regard to the outward expression of Imperialistic opinion. Surely there is a grievous error involved in the suggestion that the Mother Country should habitually show the Colonies the way to put the principles of Imperialism into practice, and that when the latter rise to any particular pitch of patriotic fervour they should be mildly snubbed for their pains.

Apart from the fact that enthusiasm is the glorious privilege of youth, and that the strong Younger Nations, with the splendid vigour of lusty manhood permeating their whole being, may naturally be expected to "let themselves go" more freely on Imperial questions than the old Motherland, vexed with many peculiar cares, and sometimes a little tired, perhaps, of her vast and varied responsibilities, the analogy of the Mother and her offspring holds good in other ways. Let some shred of self-respect and common pride be still conceded to us, notwithstanding Kipling's taunt that we "fawned" on Australia and Canada "for the men who could shoot and ride." And when all is said and done, the Mother Country is something very much more than a mere parent stock, and it is not by her that the initiative in any Imperialistic demonstration ought appropriately to be taken. When the Colonies spring to our aid in some great emergency, as they have done, it behoves us to be duly appreciative, but when a Colonial statesman waxes enthusiastic in the cause of Empire, it is not for us to imagine that we ought to have led the shouting ourselves. Our part is not to urge, and certainly not to solicit, Colonial subventions in money or kind, but, when such are freely offered, to look to it that our acceptance shall be both gracious and productive of mutual benefit and good understanding.

A careful survey, moreover, of Mr. Seddon's policy will show that, enthusiast as he is, he has no sort of idea of pouring the resources of New Zealand into the lap of the Motherland without any return, even in the matter of Home and Imperial defence. A short time back, for instance, he enunciated very clearly his views as to the maintenance of the Australasian Squadron—a subject which he intends to bring forward at the Intercolonial Conference which is to follow the Coronation. Briefly put, Mr. Seddon considers that the Australasian Squadron should be strengthened, and, while he deprecates any idea of separate Colonial Navies, he thinks that something should be done in the way of training Colonials for the Naval Service. Finally he suggests that New Zealand should contribute on a population basis towards the increased cost of the strengthened squadron. If this be patriotic madness it must be confessed that there is a good deal of method in it. As for the propositions themselves, no useful purpose would be served by discussing them closely in their present inchoate state, but we may hope to touch lightly on them from time to time before the Conference, at which these and other great questions will be mooted, takes place. In the meantime the quotation of Mr. Seddon's Dunedin speech may serve to remove the foolish misapprehension that he is to be classed as an extravagant Imperialist who does not realise that an all-round give-and-take policy is the only one which in the long run is likely to profit his own Colony, the Mother Country, and the Empire as a whole.

We must not leave Mr. Seddon without an expression of warm satisfaction at the announcement that, on his way to England, he proposes to make some stay in South Africa, and even to pay a visit to that vague region known as "the front"—if any "front" then remains. We have always insisted in these notes that an immensely important result of the war will be not only the approximation of the Colonies to the Mother Country, but the closer intercourse between the Colonies themselves, and to this it would be difficult to imagine a happier contribution than the New Zealand Premier's visit to the country on which nine New Zealand contingents will have left an enduring mark. Incidentally there is something in this episode which seems to mark an epoch in the world's history of statesmanship and diplomacy. To some extent we must account Mr. Seddon a great Ambassador, and certainly in his own right he is a great political power, for

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both legislative and administrative purposes. Yet it is strangely foreign to European tradition this proposed breaking of such a journey to London, not for the purpose of grave and solemn conference with local authorities, but merely to "have a look round," and, if possible, take part "with the boys" in any incidental skirmish that may be proceeding. It is almost as if Lord Beaconsfield and Lord Salisbury had started a few months earlier on their way to the Berlin Congress in order to lend Osman Pasha a hand in the defence of Plevna!

The idea of providing a special club for the Colonial troops who will be present in London for the Coronation is an excellent one, and there is every prospect that the scheme will be triumphantly carried out. No better chairman of such an undertaking could possibly be found than Major-General the Hon. Herbert Eaton, who is hon. secretary of the Colonial Entertainment Committee and an extremely popular ex-Guards' officer. The fact that Mr. Brodrick and Mr. Chamberlain have become vice-presidents of the Club, which will have its "local habitation" at 32, Dover Street, places the scheme on a very high plane, and Mr. Chamberlain's grant of £500 towards the expenses should be followed by many private donations and gifts in kind. The former can be sent to Miss Violet Brooke-Hunt, 45, Albert Gate (hon. secretary); Sir Arthur Birch, 1, Old Burlington Street, and Mr. J. Parker-Smith, M.P., 20, Draycott Place, S.W. (hon. treasurers); or to the Bank of England, Burlington Gardens, W. Offers of gifts in kind, such as furniture, books, papers, pictures, cigars, tobacco, writing materials, supplies, etc., should be made in the first instance by letter to the Hon. Marcus Hill Trevor, 25, Belgrave Square, S.W.

There are few more imposing proofs of our Imperial development than that magnificent enterprise, the Canadian Pacific Railway, which has just placed orders for fresh locomotives and cars to be delivered by August next in order to enable it to cope with the increased traffic on its immense line. The cost of the addition to the Company's rolling-stock is one million sterling, an impressive hint of the huge interests involved in this colossal undertaking. By the Navy and Army the Canadian Pacific Railway is regarded with an almost affectionate interest. For the one it is an important link with Esquimalt, while to the other it affords great strategical possibilities, as yet undeveloped, in the way of alternative communication with the Far East, and even, in certain circumstances, with India. With such rapidly growing demands upon it the Canadian Pacific has need of both cautious and enterprising management, and this apparently characterises it to the fullest extent, judging by the most recent report, to which we made passing allusion some weeks back. The intimate association with it of Lord Strathcona is of itself a strong factor in this great Company's success and in the satisfaction with which that success is regarded as a matter of Imperial concern.

RISING MOUNTED INFANTRY SOLDIERS.

ONE of the most interesting features of this long protracted guerilla war in South Africa has been the growth and development of mounted infantry and its officers. Prior to the war the necessity for mounted infantry—of a material superior to the infantry companies packed into supply *fourgons* of the German conception—was beginning to be realised; but it cannot be said that, except in a very small circle, the matter was taken seriously. Commanding officers were rather inclined to consider that a mounted infantry course presented an opportunity of temporarily ridding themselves of unsatisfactory soldiers. Or a regiment took the opportunity of keeping a disagreeable officer at a distance. But in spite of the thorns which strewed the way, a steadfast little band of mounted infantry officers grew up, and patiently awaited their opportunity. It came with the declaration of war in South Africa. It developed and expanded as the regular resistance of the Boers faded into guerilla and detached warfare. The consequence has been that in nearly every case these junior officers, who had been sagacious enough to foresee the uses to which the mounted infantry could be put in the event of war, have risen to prominence and distinction. It is too true that some of them have found the climax of their distinction in a soldier's grave. But that was to be expected, and it will be long before the country forgets the brilliant services of Colonel Le Gallais and Major Norton Legge before they were struck down at the head of the troops which they had trained and repeatedly led to success and often victory. If you turn to the current Army List and look up the Mounted Infantry Brigade, which is now under the command of Brigadier-General Alderson, A.D.C.—the oldest and most capable exponent of the theory attaching to mounted infantry—the first thing which will strike you will be the comparatively junior rank of the officers commanding mounted infantry battalions. In the majority of cases the officers in command will be found in their own regimental seniority to be captains; rarely are they majors except in brevet or local and temporary rank. It will be found in cases of exceptional merit that men like Colonel De Lisle, though still only captains in their regiments, are practically commanding columns with all the dignity and responsibility of generals in the field.

Amongst the many juniors whom this war has given the opportunity to come to the front is the member of the old Devonshire family who is the subject of the illustration which goes with this paper. Brevet-Major J. E. Pine Coffin, D.S.O., is a captain in the Loyal North Lancashire Regiment, and not so very senior in that rank, but in spite of this he has until recently, when he returned to England, been doing splendid work in South Africa in command of a mounted infantry battalion, which in reality made him the independent commander of a mobile column. Major Pine Coffin was one of the first of the column commanders to inaugurate the tactics, which are now generally in practice, of sudden raids and night marches upon the enemy's laagers. It is not generally realised that these raids are constantly made without success. The nature of the country and the nature of the information upon which the column commander has to depend make this inevitable. We in England only hear of a night march in the circumstances of success or disaster. But it is only perhaps one out of ten of these raids which is crowned with success. Major Pine Coffin brought off one of the first successful ones just about a year ago, when, operating in the northern areas of the Orange River Colony, he made a great night march, stretched the endurance of his column to the full, and then pounced upon the laager of General Philip Botha and his son. It will be remembered that both the general and his son were killed and the laager captured, lock, stock, and barrel. Devonshire may well be proud of Pine Coffin; he is the *beau ideal* of the mounted guerilla hunter, and has all the resource and self-reliance of a man in his prime, sharpened and rendered serviceable by the fire and energy of youth. He ranks well with such names as Bethune, Ross, De Lisle, Scobell, Gough, Doran, and Crewe, who are the pick of the younger school of independent commanders.

These chances of war which have given opportunity of independent command to junior officers, will surely play a very important part in the future efficiency of the Army.

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A BEAU-IDEAL COLUMN COMMANDER.

Major Pine Coffin, D.S.O.

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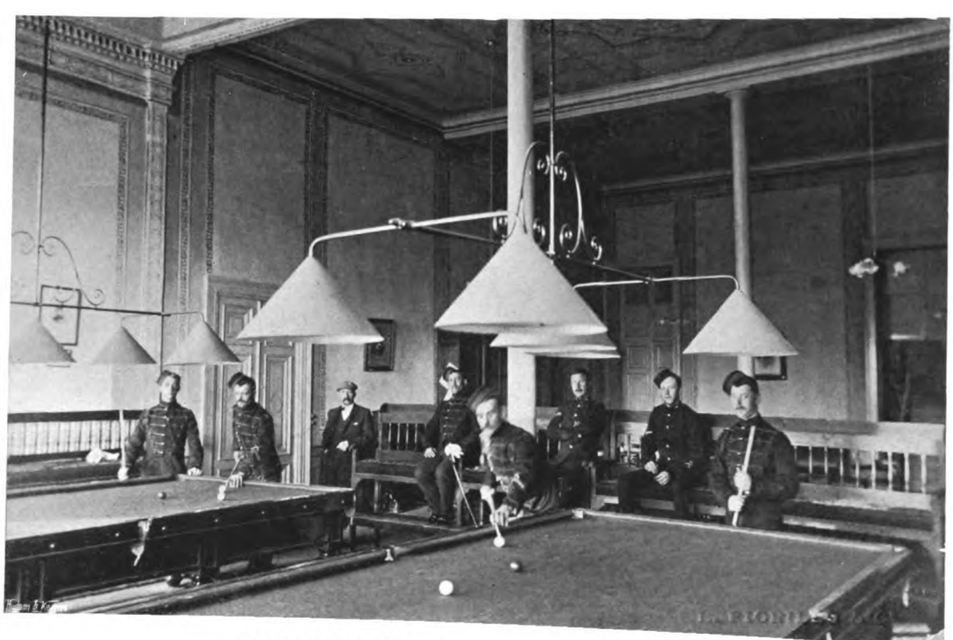
TOMMY ATKINS IN EGYPT.

EVERYTHING has a beginning, and the present Soldiers' Club at Cairo, which was moved from temporary premises into those which it at present occupies in December, 1901, was no exception to the rule. Like many other things, it laid its foundations in initial failure, but it is now unique of its kind, and is a great success. It consists of three sections. There is a large central hall, at one end of which are two billiard-tables; a games-room, with bagatelle-table and various games; and reading, writing, and coffee rooms, off the last of which is a large verandah, all these being for the use of corporals and privates. For warrant officers and sergeants there is a separate coffee-room, reading and writing room, and billiard-room. There are also two rooms, with an entirely separate entrance, to which men can take their wives and families for refreshment, in which no smoking or alcoholic drink are allowed. There are also a large bar, kitchen, lavatory, and two bath-rooms, with hot and cold water laid on. The whole is lit with electric light. All ranks can obtain food and liquid refreshment of any kind they wish, and the club is very largely used by men who are teetotallers. A large assortment of daily and weekly papers and magazines is taken in, selected by the non-commissioned officers and men themselves, and a library which numbers over 350 volumes has been collected from residents and visitors. Smoking concerts are held once a fortnight, and the talent amongst the members of the garrison is unlimited. The management is vested in sub-committees elected by the sergeants, and by the corporals and privates themselves, subject to the control of a committee. The club is open daily, and is free to all warrant officers, non-commissioned officers and men of the Army of Occupation, to British warrant and non-commissioned officers of the Egyptian Army, and to pensioners and reservists recommended by the sub-committees and approved of by the committee. In lieu of any subscription from the men, a quarterly grant is made from the profits of the various garrison institutes; the War Office gives an annual grant, and the remainder of the expenses has to be met by profits made on bar sales, and by small charges for billiards, bagatelle, and baths. Tea, coffee, and the various articles of food are supplied by a caterer at his own risk, and at prices fixed by the committee. In addition to the sources of income named, many donations have been received from visitors, who have recognised the great want that existed in such a town as Cairo of some decent place where soldiers could obtain amusement and unadulterated refreshment outside barracks, instead of being forced to resort to low bars and public-houses, where they are supplied with vile liquor and exposed to various temptations. No attempt is made to interfere with the men as long as they do not transgress the rules, which are generous and comprehensive.

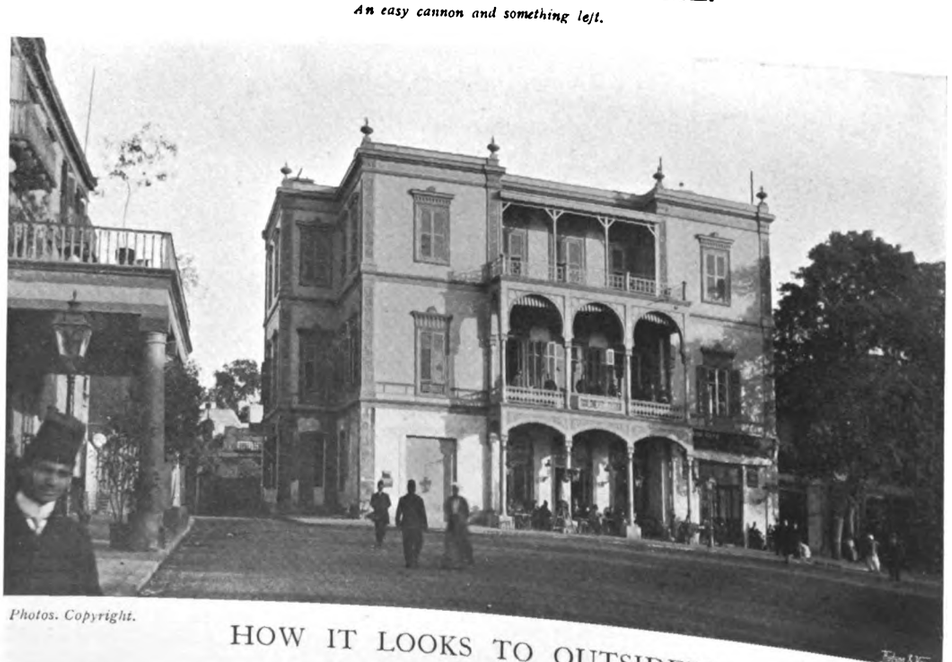
THE SOLDIERS' CLUB AT CAIRO.

In the reading-room "where they smoke."



NO NERVOUSNESS THIS TIME.

An easy cannon and something left.



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HOW IT LOOKS TO OUTSIDERS.

An exterior view of the club.

"Navy & Army"

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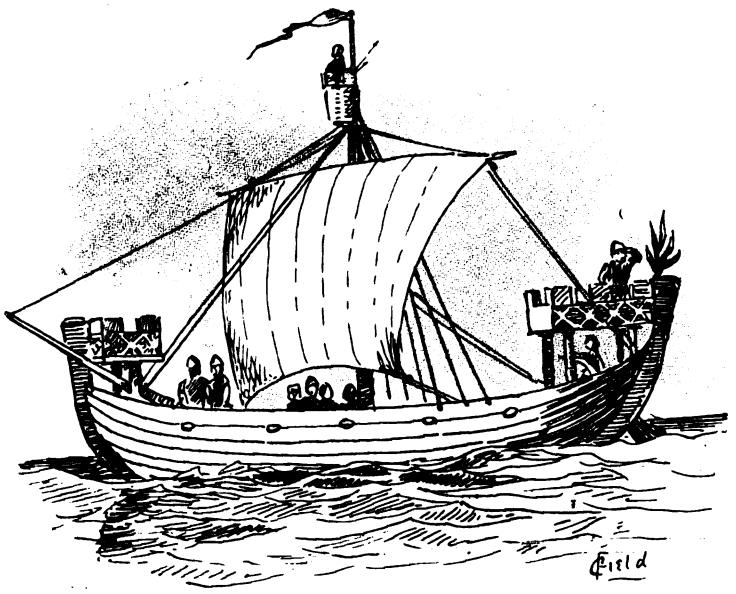
THE BATTLE-SHIPS OF OUR MEDIÆVAL NAVY.

By MAJOR C. FIELD, R.M.L.I.

"ALTHOUGH it is evident the whimsical representation of what is called a ship, impressed on the noble of the victorious Edward — can never be considered as correct, yet it is evident from thence, that the vessels denominated ships, were in point of shape infinitely shorter than the gallies, that their stems and prows were considerably more elevated above the surface of the water than the midship, or centre of the vessel, which, from the peculiar shape of the bow or after part, caused it to bear no very contemptible resemblance to a half-moon." So writes Charnock, in his well-known work on the "History of Naval Architecture," and his theories are probably very near the mark. The battle-ship in use in the Northern waters of Europe in the thirteenth, fourteenth, and fifteenth centuries was without doubt the "cog" or "coque"—the "round" ship, so called in contradistinction to the "long" ships—the row gallies of the Mediterranean.

It is very difficult to form an accurate estimate of the actual size and appearance of these mediæval war-vessels. The "half-moon"-shaped ships that we find on coins, on seals, and in the arms of most seaport towns of ancient date,

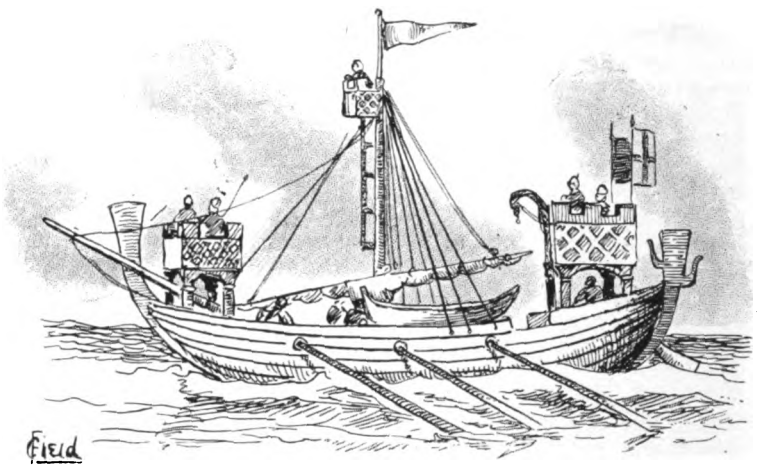


A SHIP OF YARMOUTH.

Circa 13th century.

give one the idea that the "sheer" of the vessel represented was purposely exaggerated in order to improve the appearance of the design from an artistic point of view. So much so is this the case in some small seals and coins, that the ship with her mast and single square yard looks, where there is little detail, more like an anchor than anything else.

The illustrations which accompany this article are attempts to reconstruct some of our old battle-ships from the quaint seals of divers of our seaport towns, except in the last drawing, which is made from a seal used by the Duke of Rutland in 1575, which appears to portray a ship forming a connecting link between the old "cogs" or "busses," as they were sometimes called, and the "Great Harry" and Elizabethan types. It is probable that for the most part these "cogs," in the earlier stages of their evolution, did not differ so very much from the big fishing-boats which are still in use on our eastern coast—fine roomy craft of considerable beam. The Leith boats especially, if they had rather more sheer, would not improbably be found to be very different from the general run of English mediæval battle-ships. There were now and again, to be sure, ships of exceptional size, for even allowing for the wild statements of writers of the period whenever figures are concerned, it is evident that large numbers of soldiers and sailors were carried. They were doubtless packed as tightly as herrings in a barrel, for the ship was primarily intended for a means of crossing the narrow seas. The object in view was either to attack an enemy's fleet in harbour, or to land men for an invasion, or as raiders to plunder and burn the towns near the enemy's coast. Froissart in relating the landing of the expedition of



A SHIP OF SANDWICH.

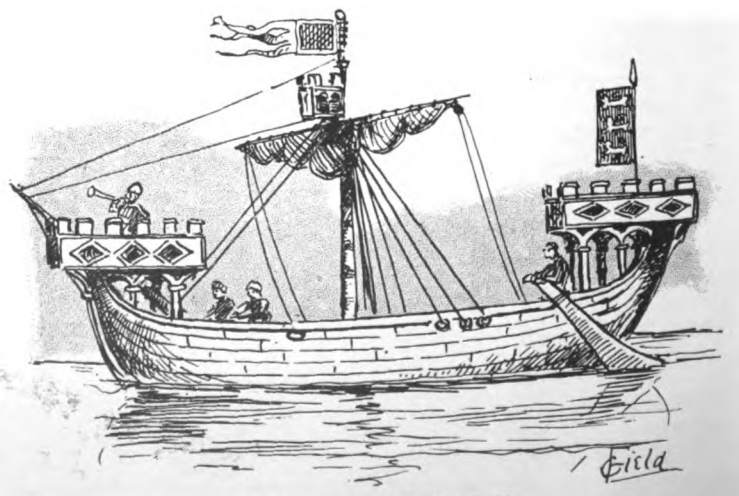
Circa 13th century.

the Duke of Lancaster at Corunna in 1386, says: "When the ships had been entirely cleared, the Duke was asked his pleasure concerning them. He replied: 'Let all the sailors be well paid, and *take the ships for their pains;* I shall dismiss them, for I wish all the world to know that I will never re-cross the sea to England until I be master of Castille, or die in the attempt.'"

Possibly one reason why it is generally considered that the mediæval fighting ships were but small boats is the desire of the artists of those days to give due, or rather undue prominence to the knights and their retinue and banners in their delineations of Naval battles. Space did not permit of their drawing the ships on the same scale, and so we generally find in illuminations and tapestries that a ship has the appearance of a small boat manned by giants in armour, the "castles" or fighting stages at bow and stern being frivolously inadequate for the purpose for which they were designed. It may also be observed that the fortified cities and castles in these works of art suffer the same loss in importance as do the ships. As we know then from old castles still standing that they were many sizes larger than such drawings would lead us to believe, we can well imagine that to arrive at an approximate idea of the ships represented in the same drawings their apparent size should be increased in the same ratio.

But to revert to the question of their shape. Although in most cases the monkish and other artists of the period follow very nearly the lines of the engravers of the "half-moon" ship seals, yet here and there we have a glimpse, as it were, of reality. There is a reproduction of an old illumination published as an illustration to "Froissart's Chronicles," entitled, "John Gronnet and the White Hoods Take Oudenarde and Break Down the Gates." In this we get a fore and aft view of a sailing vessel. We can see into her from astern and look right along to her bows, and though most details are hidden by a desperate fight between gigantic men-at-arms which is taking place on board, we can yet perceive that she is a roomy broad-beamed vessel of a reasonable and seaworthy shape. She is not fitted with fore or aft "castles," nor yet a fighting-top, but we know that these—in the earlier part of the period under discussion, at any rate—were rigged up and removed according to whether the ship was required for war or commerce.

Our most primitive example is probably the Sandwich thirteenth century ship here illustrated. Reduced from the seal of that town to her more natural and probable appearance, it



A SHIP OF DOVER.

Circa 1281.

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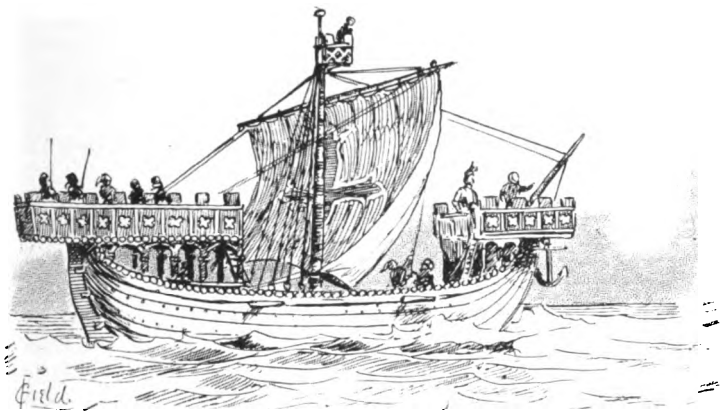
will be seen that, bar the fighting-towers, she would probably be a stout seaworthy boat enough. The warlike fittings here have every appearance of being removable additions. There is the little forward fighting-stage affording a certain amount of protection to the militant part of the ship's company, the larger after castle with its davit for hoisting up stones or other missiles, and the "hune," "gabie," or "fighting-top" with ladder attached for access.

The Yarmouth "battle-ship" is of about the same period. Her fighting equipment is very similar. The top is evidently constructed of wicker-work, which, from its lightness and strength would be very suitable for the purpose, and she may very likely be a rather larger vessel, as it looks as if she was intended to row five oars a side instead of three. As for the Dover ship of 1281, there are indications that she represents a later and larger type. It will be observed, too, that she is flying the national banner with its three golden leopards passant, and a curious characteristic is that the steering oar or "steer-board" is on the *port* side of the vessel. She does not seem to rely on oars for propulsion, as there is only one rowlock indicated, which might be utilised for a pair of sweeps in the case of emergency, but beyond this there is no provision for rowing. Her poop and forecastle are much larger and more roomy than in the preceding examples, and are built out over stem and stern, so that not only is more space obtained for her men-at-arms and archers, but a greater facility for coming to close quarters with and boarding an enemy is afforded. And to board and carry your opponent's ship, *vi et armis*, was in those days the crowning phase of all sea-fights.

The then important seaport of Poole did not for some reason or other enjoy a very favourable notoriety, for the adage went:

"If Poole were a fish-pond and the men of Poole fish,
There'd be a Poole for the devil and fish for his dish."

But it will be evident from the sketch that, at any rate, they

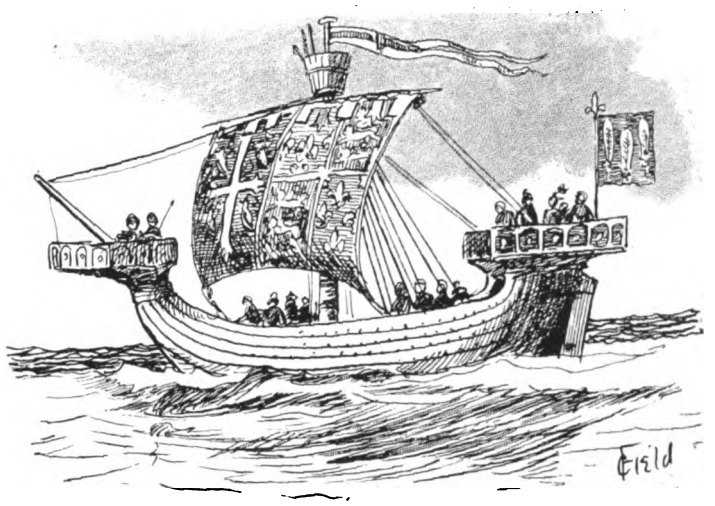


A SHIP OF POOLE.

Circa 13th century.

were not behind their neighbours in Naval construction, whatever their faults may have been in other directions.

It will be observed that the poop or "aft-castle" is much more roomy than in the former examples, and, as far as we can judge, more substantial. At any rate, it gives that impression. An anchor, too, is very much in evidence. The next ship here illustrated, that of Edward, Count of Rutland, or rather, the one which appeared on the seal of that nobleman in 1395, does not show a very great advance in ship design during the century that had elapsed between it and the ship of Poole. Both have rudders, it may be observed, showing that the steering oar or "steer-board" had been improved upon towards the end of the thirteenth century. But the fighting-stages fore and aft have been built into and become part of the ship's hull, instead of being mere addenda for fighting purposes, which were liable to be carried away bodily on coming to close quarters with the enemy. This improvement at once produces a covered cabin below the poop, and soon afterwards the expansion of the forecastle allowed another small cabin forward. As time went on and the size of the vessels and the number of their crew and passengers increased, more covered accommodation was needed, and a species of house was built on the poop, sometimes, if we may rely on the fidelity of old prints and drawings, with a regular roof like a "stone frigate" on shore. Such a "somerhuche," or sleeping house, as it was termed, is to be seen in a MS. illustration portraying a ship of the famous Beauchamp, Earl of Warwick. About that time, too, a second mast came into vogue in the larger ships. From this the transition to the larger decked three-masted ships of the Tudor sovereigns was a very great one, and the Elizabethan ship, which is reproduced from the seal of the town of Boston, brings us altogether into another and a more modern period. Still, it may well be that it represents a ship of a



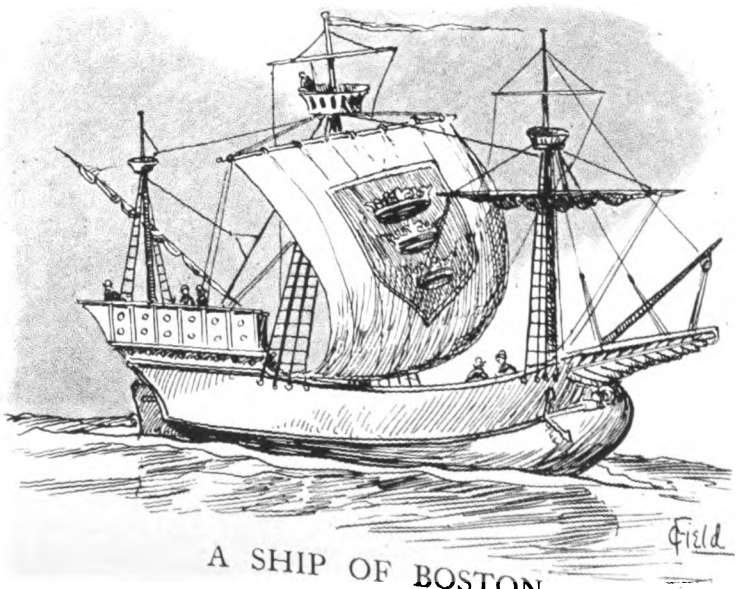
A SHIP OF THE COUNT OF RUTLAND.

Circa 1395.

somewhat earlier date, as the absence of ports and the peculiar bow are not usual in ships of that date.

The ships in which our mediæval ancestors braved the "battle and the breeze" were mostly oak built, caulked with a compound of moss and hair called "mosso," and pitched below the water-line. The hulls and upper works of these ancient men-of-war were painted of various colours, and in many cases embellished with a considerable amount of decoration. Whether the brilliant hues which were employed in the Mediterranean, such as vermilion and ultramarine, were used for the sides of the ships of the English Navy is not ascertainable. At any rate, there is no record of any such fancy adornment as that used by the Genoese, who, in 1242, painted their ships white, with a pattern of red crosses. Probably black, white, and red were used, generally singly or in combination, or perhaps a sea green. This colour was, it is said, used by "pirates" at this period in order to give them comparative invisibility, and we know that among the numbers of these gentry who swarmed in the Channel there were not a few English. In fact, a ship might belong to the Navy one month, be a trader the next, and a pirate the following one.

Along the gunwale and on the "castles" of a ship on man-of-war service glistened the shields, brave with the heraldic devices of the knight or noble in command and his immediate followers, while big wooden pavises, also well ornamented and of the shape of an ordinary gravestone, were provided for the better protection of the crew. Flags, banners, and standards were in abundance. The war-pennon of the captain on the poop, the banners of saints and sovereigns, streamers and pennants, all went to produce a dazzling array of fluttering colour, while not infrequently the sails themselves were elaborately ornamented with armorial bearings, as is the case in the Count of Rutland's vessel here pictured. But space is limited, and also unfortunately the amount of detail as to the interior and exterior aspects of these old battle-ships, so that a glance only can be given at the little round predecessors of our leviathan "Majestics" and "Magnificents." But the spirit that animates their crews is the same, and the same pluck and determination which brought us the victory at Sluys and in the battle with "L'Espagnols sur Mer," will, without doubt, again reach out and grasp it as soon as the occasion arises.



A SHIP OF BOSTON.

Circa 15th century.

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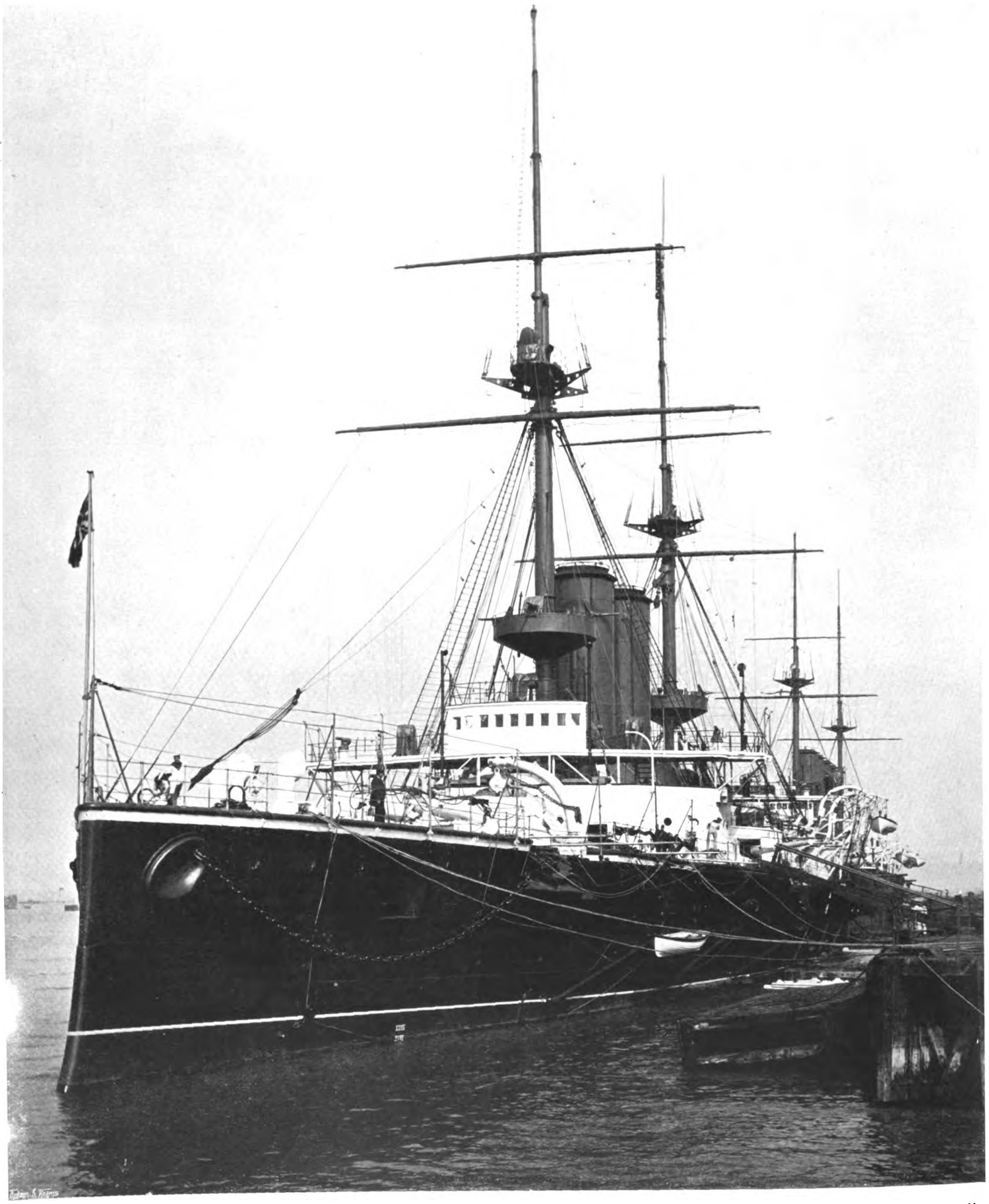
GOING UP THE STRAITS.



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THE LAST OF THE "CANOPUS" CLASS.

The "Vengeance," bound for the Mediterranean.

The "Vengeance," which is the last of the "Canopus" class to be put into commission, is also, in some respects, the most powerful. Like her sister ships, she is of 12,950 tons displacement, and her principal armament consists of four 12-in. guns, mounted in two barbettes, which have all-round-loading positions. She carries also twelve 6-in. quick-firers, as well as smaller guns, and has a sea speed of 17 knots. She has a water-line belt which extends forward and aft from the more strongly protected portion in the centre, diminishing in thickness as it progresses. But the feature of the "Vengeance" is that her armour is of the Krupp type, and that, thickness for thickness, it thus possesses greater resisting powers than that of any of her sister ships. Captain L. C. Stuart, C.M.G., has hoisted his pennant on board the "Vengeance," and her complement consists of 750 officers and men.

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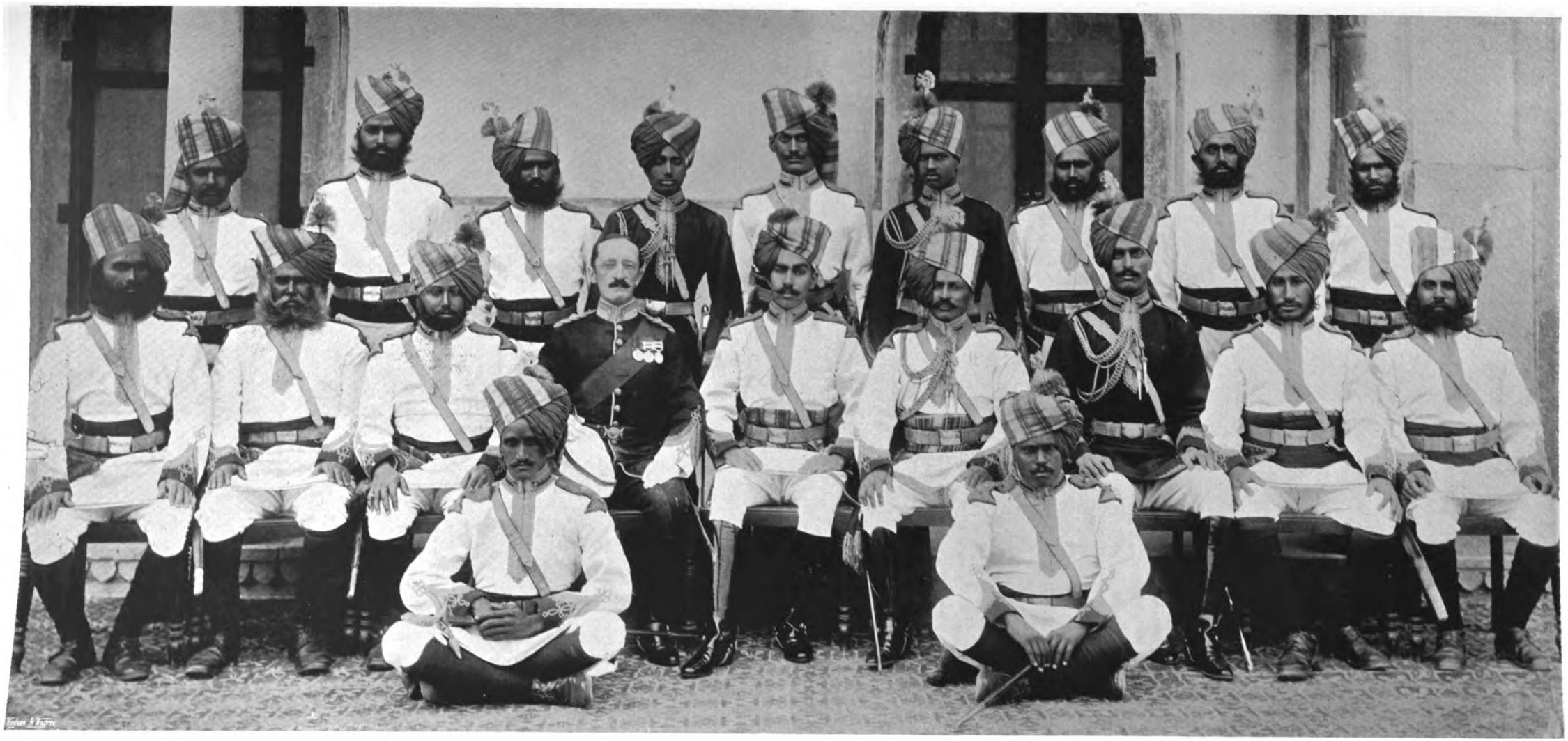
SONS OF THE DESERT.



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THE BIKANIR IMPERIAL SERVICE LANCERS WHO SERVED IN CHINA UNDER THEIR NOBLE CHIEF.

Bikanir has always been England's friend. The general aspect of the country is dreary and desolate in the extreme. Elphinstone calls it "as waste as the wildest parts of Arabia." The above picture shows the sort of men it turns out, most of them Royally connected Rahtor Rajputs. Sir W. W. Hunter describes the horses of Bikanir as strong and wiry, finer and more serviceable than those of any other part of India. The ruling families of Bikanir and Jodhpur are akin. Bika (A.D. 1439), who founded this State, was the sixth son of Jodha Rao of Marwar, who founded Jodhpur. In 1818 England helped Maharaja Surat Singh, and retook and restored to him twelve forts which the Pindaris had taken from him. Bikanir helped England in both the Sikh Wars of 1845 and 1848, and again, in the Mutiny time, Sirdar Singh furnished a force to co-operate with General Courtland. The English Government in gratitude bestowed upon the then Maharaja forty-one villages, and recognised the right of adoption to him and his successor.

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THE 3RD (KING'S OWN) HUSSARS.

ONE of the latest regiments to be ordered to South Africa is the 3rd (King's Own) Hussars, which has been in India since the trooping season of 1898. The news that the regiment was to go to South Africa was hailed with delight by officers and men, as the 3rd Hussars has not lately been fortunate, having seen no active service for over fifty years. The headquarters, with Lieutenant-Colonel Wogan-Browne, Major Goring, Captains Tabor and Laverton (Adjutant), Lieutenant Gilroy, Second Lieutenant Leney, and Veterinary-Captain Miller, sailed in the "City of Venice," while Major Whitla, Lieutenants Montgomery and Baynes, and Second Lieutenant Easton took passage in the "Custodian."

The 3rd (King's Own) Hussars owes its origin to certain independent troops raised in Berkshire, Middlesex, Hertfordshire, and Essex, and regimented in 1685 under the title of the "Queen Consort's Own Regiment of Dragoons." Three years elapsed before the regiment was called upon to defend King James II. In November, 1688, the regiment was sent to Landguard Fort to oppose the landing at that place of the Prince of Orange. The latter, however, landed at Torbay, and soon afterwards King James fled from this country to France. Thereupon the regiment declared for King William, and in 1689 was despatched to Ireland. There, as "Leveson's Dragoons," it served with great distinction until 1692, taking a prominent part in the battles of the Boyne, Aghrim, and the investment of Limerick, besides many skirmishes. On the surrender of Limerick, on October 3, 1691, the regiment returned to England, remaining at home until the latter part of 1694, when it was sent to Flanders to take part in the war which had broken out there. William III. had been much pleased and impressed with the conduct of the regiment in Ireland, and gave it a place of honour in Flanders. There it was described as being "in the finest state of order and effectiveness," taking an active part in the actions at Namur and Dixmude. At the former it formed part of the covering army. At the latter place, through the treachery of the Governor-General Illemberg, the regiment was delivered up as prisoners of war to the Duke of Villeroy.

On the conclusion of the Peace of Ryswick, in 1697, the regiment again returned to England, where it remained until the declaration of war against France and Spain in 1702, when it formed part of an expedition under the Duke of Ormond to Cadiz, returning again to England at the end of that year. In 1706 an expedition was sent to Spain under Earl Rivers, of which the "Queen's Dragoons" formed a part. The regiment was present under Earl Galway at the battle of Almanza, on April 14, 1707, where it suffered so much through its conspicuous gallantry that it was sent back to England to recruit early in 1708. From that time until 1715 it was stationed in Scotland, and on the death of Queen Anne and the succession of George I., in 1714, the title of the regiment was changed to "The King's Own Regiment of Dragoons." Hardly had "The King's Own" returned to England in 1715 when the Jacobite rebellion broke out in Scotland, and the regiment was ordered to join the army at Stirling. The regiment was present at the battle of Sheriffmuir, and at the conclusion of the campaign returned to England. Like other old regiments which took part in the suppression of the Jacobite rising, it received the badge of the White Horse within the Garter, a combination of English and Hanoverian emblems. Nearly thirty years of uneventful home service followed, and in 1742 "The King's Own" was despatched to Flanders.

We now come to the most glorious epoch in the history of the regiment. It was at Dettingen on June 16, 1743, that "the King's Own" won its greatest honour. Soon after the beginning of the action Lieutenant-General Clayton, who commanded the left wing of infantry, asked for some squadrons to cover his flank, and the King's Own Dragoons were selected for the work, which proved no easy task. For three hours they were exposed to the fire of the French batteries which commanded their flank and their rear. At length they were led forward, and encountered nine squadrons of Household Cavalry, the *élite* of the French Army. The Dragoons charged the enemy with reckless courage. Overmatched in numbers and nearly surrounded, they fought with astonishing valour. Three times they cut through their opponents, distinguishing themselves in the most signal manner. Perhaps the knowledge that their King (George II.) was present watching them made them the more determined to gain the day. It may be noted, by the way, that this was the last occasion on which a crowned King of England ever commanded or took the field. The loss of the King's Own Dragoons was very heavy. Of three cornets who bore the

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A SMART LOT—OFFICERS OF THE 3RD (KING'S OWN) HUSSARS.

Reading from left to right the names are—back row: Lieut. F. R. Burnside, Lieut. P. J. V. Kelly, Lieut. G. Baynes, Lieut. J. Montgomery, and Lieut. H. Combe. Second row: Lieut. R. K. Henderson, Capt. Laverton, Capt. K. S. Hunt, Second Lieut. Easton, Second Lieut. G. Burge, Quartermaster Coe, and Lieut. F. J. Du Pre. Third row: Maj. W. Goring, Maj. W. G. Murray, Maj. St. C. Oswald, Col. F. W. N. Wogan-Browne, Maj. V. G. Whitla, Capt. A. A. Kennedy, and Capt. A. M. Tabor. Front row: Riding-master C. E. Hann, Lieut. J. J. Dobie, Second Lieut. R. Seymour, and Second Lieut. H. Leney.

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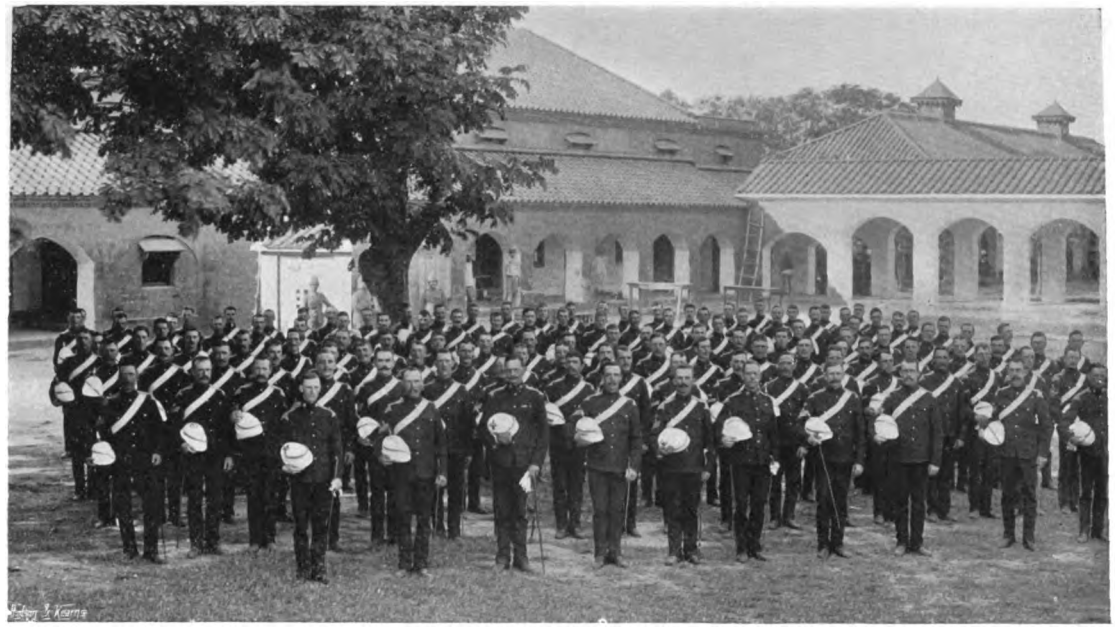
THE 3RD (KING'S OWN) HUSSARS.

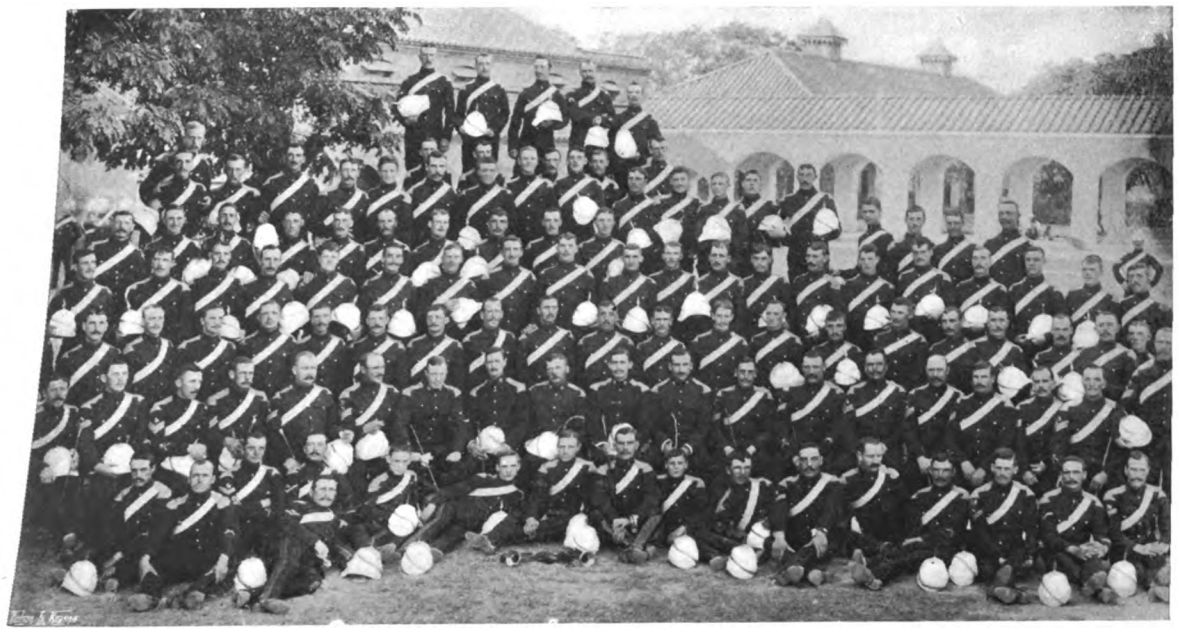
ALTOGETHER ABLE.

A Squadron.



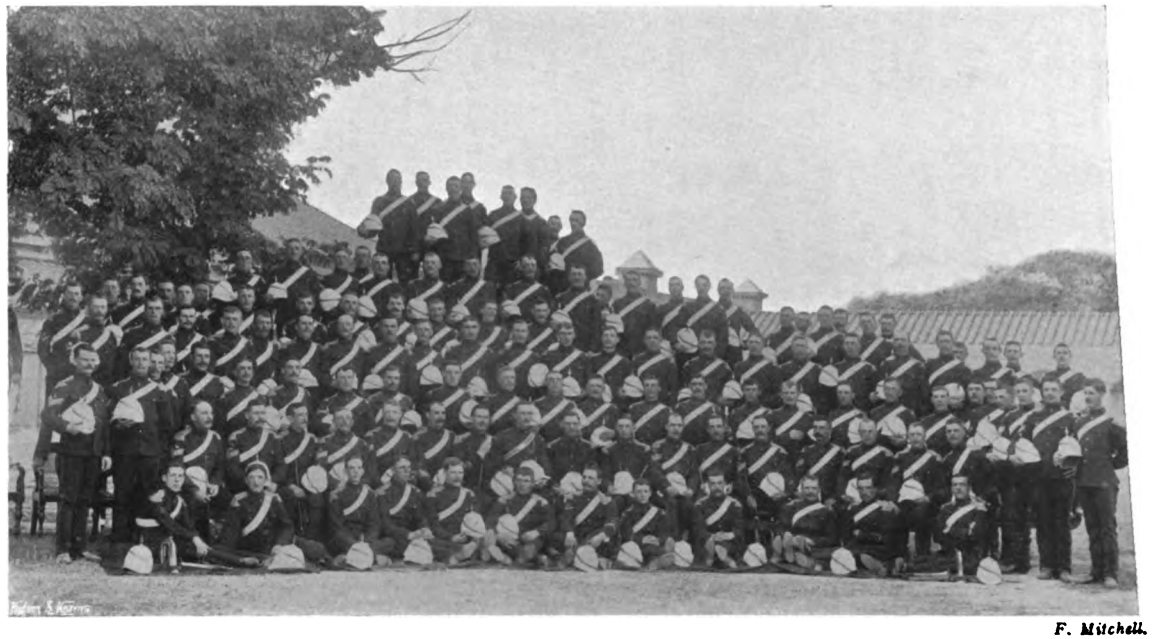
BRAVE AND BOLD.

B Squadron



DASHING DARE-DEVILS.

D Squadron



CRACK CAVALRYMEN.

C Squadron.

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Standards two were wounded, and the third, Mr. Child, brother of Lord Castlemaine, had two horses killed under him. The colonel (Bland) of the regiment in describing the action wrote: "My three Standards are lost, but not taken by the enemy. They were shatter'd to Pieces by the Cannon and trod under Foot in the mud where they charg'd, so as not to be found when the action was over. One of the cornets that carried them was killed, another wounded, and the third, which was Mr. Child, Lord Castlemaine's brother, had two horses kill'd under him, so that my Standards were lost nobly." One Standard was only saved from capture by the gallantry of Private Thomas Brown, a native of Kirkleatham, in Yorkshire. One of the cornets had, on receiving a severe wound on the wrist, dropped his Standard. Brown endeavoured to dismount to pick it up, but whilst so doing lost two fingers of his bridle hand by a sabre cut, his horse at the same time running away with him to the rear of the French lines. While endeavouring to regain his regiment he saw the Standard, which had been captured by overwhelming numbers, being conveyed by one of the enemy to the rear. Brown immediately attacked and killed the man, caught the Standard as it fell, and fixing it between his leg and his saddle, cut his way back, receiving severe wounds in the head, face, and body. His escape with his life seemed almost miraculous, for three balls passed through his hat. In about six weeks Brown recovered from his wounds, and was, for his gallant action, promoted to the post of a private gentleman in the Life Guards, an appointment at that time generally obtained by purchase. The 3rd Hussars preserve an old print of Private Thomas Brown, "the Valiant Dragoon" of Blend's Horse (3rd King's Own Dragoons) rescuing one of the regimental Standards at Dettingen The story is told that the King would have given Brown a commission but for the fact that the gallant trooper could neither read nor write. He had received two balls in his back, and it was not possible to extract them, so instead of serving in the Life Guards Brown received a pension of £30 a year (no inconsiderable sum in those days) and retired into private life.

At Dettingen the King's Own Dragoons captured four pairs of kettle-drums, one of which was silver. This they were permitted to retain as a mark of distinction, sanctioned by Royal favour, and in 1778 an extra man, as kettle-drummer, and horse were granted—a distinction which is still allowed to the regiment. This kettle-drummer wears on his right sleeve the badge of the regiment in silver, as do the sergeants.

The King's Own Dragoons returned to England in 1745 after being present at the battle of Fontenoy. They were immediately sent to join the army at Lichfield, and were present at the engagement of Clifton Moor on December 19 of that year, where the Jacobites were defeated. On April 16, 1746, was fought the battle of Culloden, in which the English troops, under the Duke of Cumberland, among whom were the King's Own Dragoons, defeated the Scottish rebels under the young Pretender. Soon afterwards the regiment was once again despatched to Flanders, but returned to England in 1748, after the Peace of Aix la Chapelle. From that year until 1809 the regiment remained at home, being stationed from time to time in England, Scotland, and Ireland. During its long period of home service the regiment furnished one hundred men for service in the West Indies, which formed the nucleus of the old 26th, afterwards the 23rd Light Dragoons, which, after distinguished service in Egypt, the Peninsula, and Waterloo, was disbanded as the 23rd Lancers. Then it was despatched as part of an expedition to Holland, returning soon after the engagement at Walcheren and the bombardment of Flushing.

The King's Own Dragoons went to the Peninsula in 1811, and served with distinction before Ciudad Rodrigo and Badajos, at Llereena, Salamanca, in the Burgos retreat, at Vittoria, Pampeluna, and Toulouse. It returned from Boulogne and Dover in 1814, and soon afterwards the names "Salamanca" and "Peninsula" were authorised to be added to the regimental list of "honours." The regiment was at home when the battle of Waterloo was fought, but landed at Ostend a month later. It marched to Paris and served with the army of occupation in France until 1818. In that year the regiment was converted into Light Dragoons, and proceeded to Ireland, where it served as escort to King George IV. on his entry into Dublin on August 17, 1821. In 1837 the regiment proceeded to India, and in 1842 it formed part of the avenging army which entered Afghanistan, forcing the Khyber Pass, capturing Cabul, and effecting the release of the British captives. Afterwards it joined the "army of reserve," and served in the Khytul Expedition. In 1845 it was engaged in the First Sikh War, being present at the battles of Moodkee, Ferozeshah, and Sobraon. In 1848-49 it took part in the Second Sikh War, and was engaged in the battles of Ramnuggur, Sacdoolapore, Chillianwallah, and Gujerat. The regiment returned home in 1853, and in 1861 was converted into Hussars. It went to India again in 1868, and served there eleven years, when it came home. After nineteen years at home it went to India again, as has been already stated, in 1898.

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THE BACKBONE OF THE REGIMENT.

The non-commissioned officers of the 3rd (King's Own) Hussars

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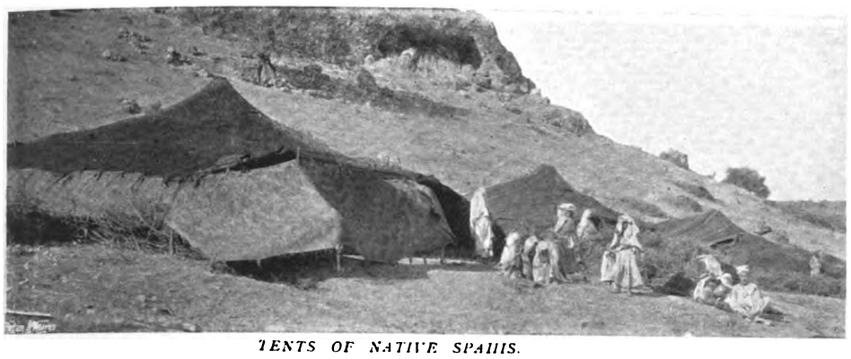

TENTS OF NATIVE SPAHIS.

A SEAL FISHER, VICTORIA.

ROUND THE WORLD.

Per Mare, Per Terram.

By UBIQUE.

IT is a suitable thing in this place to congratulate the Duke of Connaught upon his birthday. His Royal Highness is almost as closely linked with the Army as the Duke of Cambridge, still happily living among us, has been, and is held in equally high regard by the Forces. As all the world knows, the Duke of Connaught made an urgent demand that he should have active employment during the war in South Africa, and nothing would have pleased the Army better than to see him adding to his laurels in the field. He was keenly disappointed, but reasons of higher statecraft intervened, and instead of going to the seat of war, he received the Irish command, from which Lord Roberts was relieved. There are few more experienced soldiers in the Service than the Duke of Connaught, and he has done credit to himself in every position he has occupied since he became a cavalry subaltern. His important commands have been those of a brigade in the Egyptian Expedition of 1882, and afterwards in Bombay and in the Southern District of England. The military honours he holds are numerous and exalted, and he has won the enthusiastic admiration of the officers and men of the Army, who have the utmost confidence in him, and who look forward to the higher honours to be conferred upon him. Many congratulations are therefore due to the Duke in these pages. In the military arrangements attending the Coronation he will hold a distinguished place.

BONFIRES are the signs of peace in these days, as once they were the signals of war. Success will surely attend the work of the Bonfire Committee formed at the House of Commons last month, which intends to cover all the heights of the country with joyful fires in honour of the Royal Coronation in June. In Jubilee days much was done, but the efforts of the past promise to be exceeded. England and Wales have been divided into three zones—Southern, Midland, and Northern—and local committees are being formed in each to organise the celebration. At 10 p.m. on June 26 every hill in England should burst into light, with the flare of bonfires, and red, white, and blue lights, and for an hour rockets should go up in sign of jubilation. In some places there will be double bonfires to honour the double coronation, and local enthusiasm will no doubt devise special forms of illumination. From every hill also will rise the sound of the "National Anthem," and the bonfire arrangements will carry the outward sign of gladness to many places remote from the towns. In Scotland the bonfires and rockets are timed for about half-an-hour later, owing to the long light in the North. We may be sure that Ireland will not fail to join in the celebration. This is a form of the public manifestation of loyal rejoicing that will appeal to all of us, and Lord Cranborne and his friends are to be congratulated on the excellent work they have undertaken. They are encouraging local effort and not creating central funds.

IRRESPECTIVE of any terms of peace, the settlement of South Africa was bound to progress, and there could be no surer sign of a better state of things than the recent order instituting a High Court of the Transvaal to open this week and a Pretoria District Court to open on May 20. A Supreme Court has yet to come. In Johannesburg itself it is possible to forget the war, and things are returning very rapidly to the old channels. It was, therefore, necessary that courts should be established to safeguard the rights of individuals, and, while it was fully expected that the English language would be made obligatory, it was not surprising that the conduct of cases should be according to the Roman-Dutch law. Many other civil offices are being re-established, and the law of evidence has been amended, while the office of sheriff has been created, and a council of the Incorporated Law Society has been established. Of course, it was impossible that the new courts could admit any proceedings against the Administrator, the Commander-in-Chief, or any who were acting under them in good faith, or that there should be any appeal against martial law. But the facts cited are sufficient evidence that the Pax Britannica has already made most considerable progress in the recently hostile countries. All will be well if we can fill the land with true English and loyal Colonial stock, and not merely make an impression on the towns. Johannesburg is much, no doubt, but the future strength of South Africa cannot be built on Johannesburgs.

ATTENTION has been drawn more than once in these notes to the internal difficulties of Russia, which were again illustrated by the assasination of M. Sipiaguine, Minister of the Interior. There could be no palliation for such an offence, but, in a country where the public expression of opinion is forbidden, such outrages are not unlikely to occur. There is the best reason to believe that the internal situation is much worse than many have supposed, and that a certain quiescence on the part of Russia in regard to external affairs is due, in some degree at least, to the serious dangers within. It is part of the system that the officials endeavour to blind the Czar, and that thus a force is created which attempts to stand superior to the throne. His Majesty has not been enabled to realise the extent to which subversive doctrines have permeated his empire. The students and the workmen are equally affected by the new spirit, and there are instances of insubordination both in the Army and the Navy, which are symptomatic of the serious state of things. The treatment of Finland has never been fully revealed to the Czar, and M. Sipiaguine's successor is one of those who have crushed the province under the Russian heel. It is said that during the recent disturbances, when the soldiers had been ordered to fire on the crowd, not one of them moved, and that they were marched back to their barracks and heavily punished. While on one hand, therefore, a revolutionary spirit is prominent outside court circles, a reactionary movement is on foot within, and the nobility, jealous of their privileges, are claiming an extension of them, and endeavouring to strengthen their position by further restrictive methods. All these things lead to the belief that the pace of disaffection is being accelerated in the Muscovite Empire.

RUMOURS are again circulated that trouble is brewing in Northern Africa, in the hinterland of Algeria and Tripoli, where the word of that mysterious personage the Sheikh el Senoussi el Mahdi is said by some to be law to millions of men. If the Senoussi does in fact hold in his hand a weapon of warlike fanaticism so ponderous, he is a factor of the first importance in the situation, but it must be admitted that he has so far been slow to move. Unlike the Mahdi of Omdurman, who reviled the Sultan as a renegade dog, the more Western Mahdi professes devotion to the

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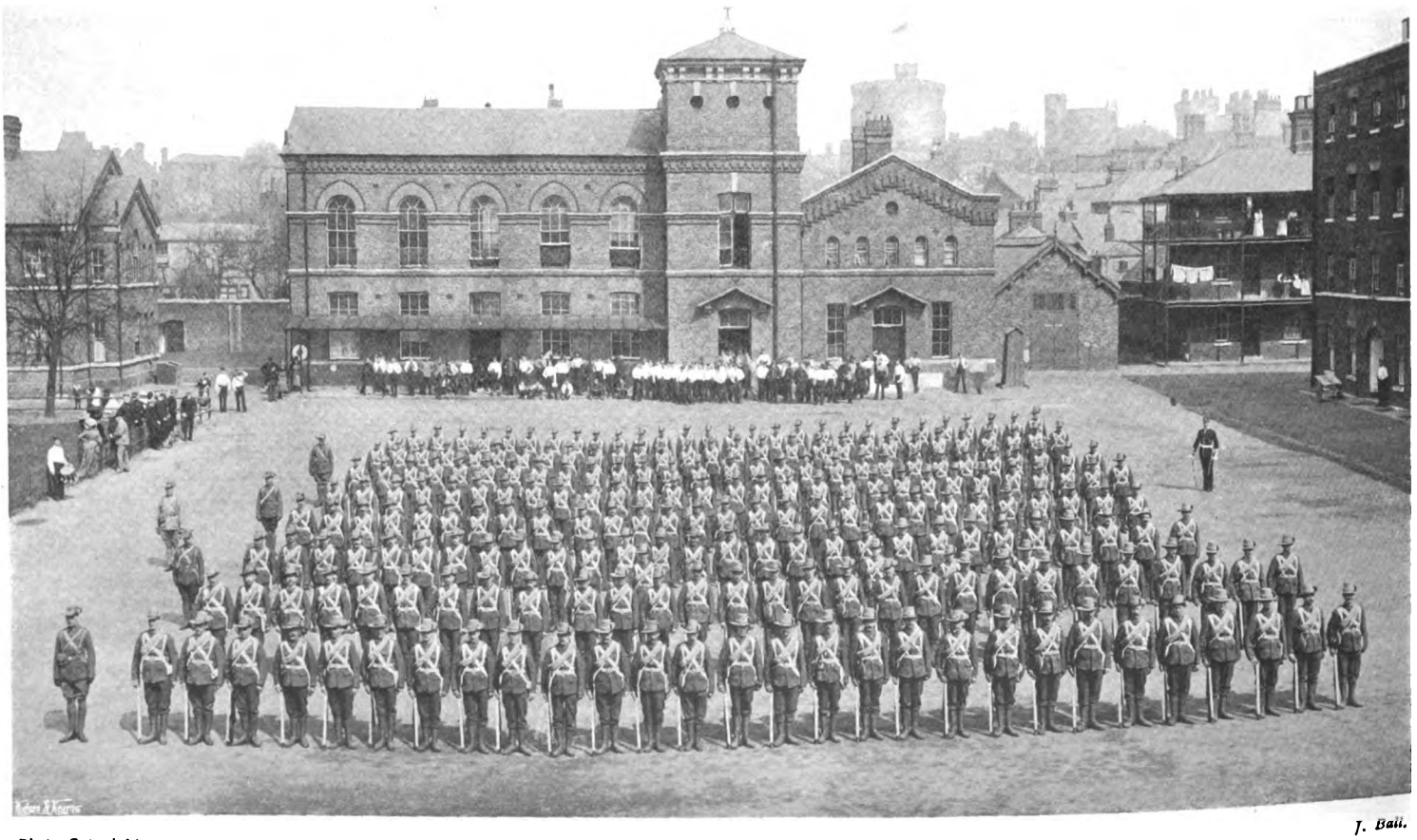
Father of the Faithful at Constantinople, and, being a person of wondrous sanctity, has entered into somewhat close relations with the Sublime Porte. He seems as a result to have received assurances from the Yildiz Kiosk that the Ottomans will co-operate with him for the defence of Islam. The activity of the French on one side and the avowed purposes of Italy on the other have spread alarm among the Mussulman populations, some of whom would not be sorry to unsheathe the sword of Othman, and the uneasiness has extended far. El Senoussi exercises extraordinary influence over the minds of vast multitudes, and his attitude will always awaken curiosity, and if recent symptoms should really betoken a hostile movement, it will at once become of great significance. At the present time his activity is directed further south, where his influence has been traced in the troubles of the French in the Chari region near Lake Tchad, but the ramifications of his power are widespread. The hostility of Christians and Mahomedans has been a standing danger for ages in various parts of the world, and we are the only people who have ever succeeded in really accommodating their differences. Our work in this direction in India has been monumental.

"GUARDS TO THE FRONT!"

IT used to be a cheap sneer at the Guards—on the part of those who were always eager to underrate the work of Britain's defenders, and whom we have now come to know as "Little Englanders"—that they were merely ornamental soldiers, and that they were incapable of any serious work. Men have been known to refer to the Russian War and to say—forgetful of Inkerman—that the big men did not stand the strain of the awful winter so well as the little ones. Perhaps not—it is a matter of opinion; but, at least, the Guards fought and died. The development of modern weapons has brought all men more to a level than was the case when battles were decided, when the pinch came, by the use of the bayonet. The boy of fourteen who can shoot accurately is now of more value than the powerful man of five-and-twenty who cannot hit the proverbial hay-stack. At the same time, the conditions of our war in South Africa have been exceptional, and we must beware of drawing from them lessons of too precise a character. In a war with a combination of European Powers we might easily find that, to adopt for the moment the diction of the defunct prize-ring, "a good big 'un is better than a good little 'un." British troops may not always have to fight amid mountains and narrow passes and valleys whose sides it is almost impossible to scale, and in European countries it is still possible that the ultimate resort may be the struggle of man to man, and that we may then all have cause to bless ourselves that we are Britons.

The idea that cold steel is the national weapon is one which is imbued in more than one nation. A recent French book dealing with the action of the French Navy up to 1763 tells us how often they carried British ships by boarding. It may be true, but somehow we always thought that the boarding came from the British side. This shows, however, how eager all Powers are to think that if we return to the last arbitrament of steel they will "come out on top," to use an Americanism. And, after all, this question of steel must come in a fight along the plains of Europe or in the hedgerows of England. It will be man to man, and we are inclined to fall back on the old pugilistic axiom. But whatever opinion may be held on this controversial subject, there is no denying that the Guards have done good service in South Africa. Wherever there has been fighting they have been, and they have worked hard both as infantry proper and as mounted infantry. It is, perhaps, a little surprising that they should have performed so well in the latter capacity, because weight will always tell on a horse; but there has been—there could have been—no question as to their eagerness for the fray, and their desire to do all that could be done. The detachment of the Scots Guards which left Windsor to embark in the "Dilwara" for South Africa was an exceedingly workmanlike body of men. Our picture shows them on parade at Windsor in their South African kit, and it is easy to see how useful it is, though it may leave something lacking of the smartness of the ordinary Guards' parade. At any rate, the men have managed to look smart in spite of their unaccustomed clothes. They were under the command of Captain Gosling, and were accompanied in the "Dilwara" by a strong detachment of the Coldstream Guards, and by representatives of a number of other regiments. Altogether it was a detachment which was representative of the Home Forces, and while all parts of it may be trusted to do their work, the Scots Guards will assuredly not be backward in graving still more deeply the name of their regiment in the records of South African fighting.



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A MEMORABLE PARADE AT WINDSOR.

More Scots Guards for South Africa.

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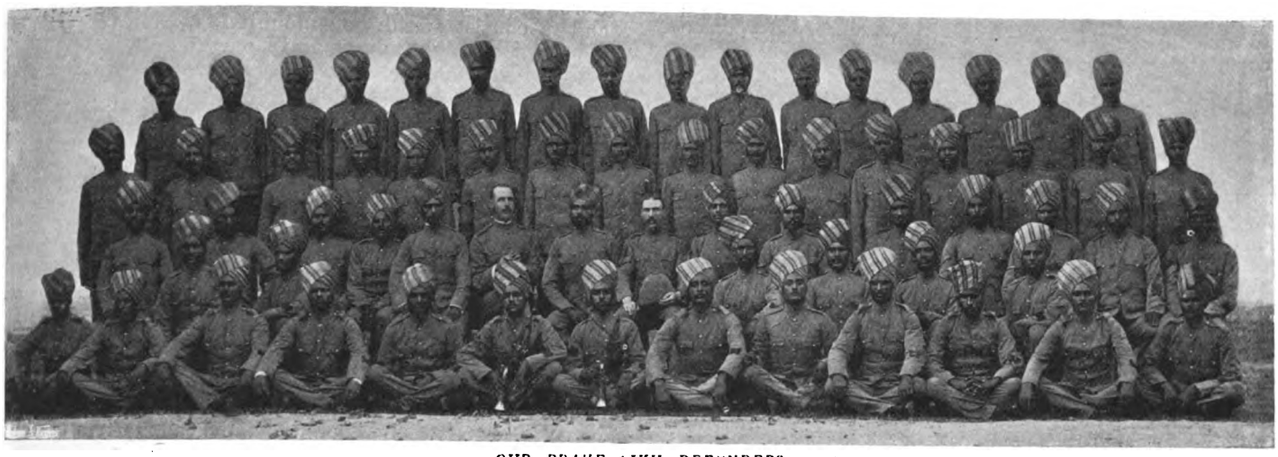

OUR BRAVE SIKH DEFENDERS.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

A FORTNIGHT ago the Government printed as a Parliamentary paper a report which was prepared in the India Office in March, 1900, and which gives a most interesting account of the changes which have taken place of late years in the Indian Native Army. It goes without saying that the report constitutes a most valuable guide to those specially interested in the Indian contingent which will attend the Coronation. But, apart from this, the information is so thoroughly instructive and well put together that one is inclined to blame the authorities for not having made it more readily accessible at an earlier date. The details given are in no sense "confidential"; they are of peculiar significance as showing how steadily the Native Army of India is being "levelled up" to a wonderfully high standard of material as well as of training; and, if it be argued that publication has been postponed because so little interest in the Indian Army is exhibited by folks "at home," then ought the users of such arguments to be severely reprimanded or otherwise sat upon. Those who "know things" about India, and who keep their knowledge to themselves, are largely to blame for the general apathy displayed by the home public in Indian affairs; and if the India Office took as much trouble to teach the "man in the street" about the East as the Colonial Office does to disseminate information about Africa, Australia, and Canada, there would be much less prevailing confusion on Indian subjects, and much less occasion for the didactic attitude of the present writer.

Not that I am going to be didactic about the regimental organisation of the Native Army. I am afraid that only a very small proportion of those who read these notes would be impressed by the solid fact that "in 1890 four Hindustani regiments were reduced and re-formed into class regiments, composed of Punjabi Mahomedans, Dogras, Garhwalis, and Pathans," and if I were to improve on this by quoting a number of other undigested details from the report, I fear there would be editorial intervention of a painful and unprofitable sort. So I hasten to explain, in an easy and popular style, that an early result of the Mutiny was a system by which the various races and castes of which the Native Army was, and is, composed were mixed up in such a way as to render concerted action at a time of disturbance difficult, and to facilitate the suppression of any objectionable "influences." The subject is a delicate one, but, thanks to the now well-tried and brilliant loyalty of the Native Army, it is one which can be handled with much greater freedom than was possible, or, at any rate, desirable, even twenty years ago. Since the Mutiny there have been three kinds of native regiment—one, the "general mixture" regiment, which prevailed largely in Madras and Bombay; another, the class company or class squadron regiment, in which two or more classes are kept in separate companies or squadrons; and a third, the "class regiment," which is formed of one class only. Some idea of the changes which have been in progress of late years may be gathered from the fact that in 1887 there were in Bengal forty-two infantry "class company" regiments and twenty-two "class regiments," while to-day the proportion is just reversed. In the cavalry the class squadron system still predominates, the only two class regiments being the 1st and 14th Bengal Lancers, the former of which are all Hindustani Mahomedans, and the latter all Jats.

In Madras and Bombay the change has been chiefly in the direction of substituting class squadron and class company regiments for "general mixture" corps, and also in that of recruiting from more warlike races. In the old Madras Army there was a distinctly unwarlike element, which Lord Roberts, when Commander-in-Chief in Madras, did much to eliminate, with the result that the present Madrassi sepoy is of an altogether different stamp, taken all round, from his predecessor of twenty years back. Another interesting change has been the localisation of a portion of the Madras Army in Burma and of two Bombay battalions in Baluchistan. All these alterations have been gradually and cautiously introduced by men who have made a life-study of the subject, and it is in great measure due to the anxious and searching consideration which questions of this sort undergo in India that the Indian Army is the magnificent fighting machine it has consistently shown itself to be. In India half-a-dozen new Army Corps do not struggle painfully into existence at the will of a civilian Minister and in frank opposition to a mass of expert criticism. Not a change takes place of any importance which is not approved first by the Commander-in-Chief, then by the Military Department, then by the Viceroy in Council, and, lastly, by the Secretary of State for India in Council, and at each stage the subject is illuminated by ripe experience both of war and of India. The process may be tedious, sometimes to the verge of exasperation, but it is wonderfully sure, and it is only seldom and at very long intervals that any substantial modification of existing conditions becomes necessary.

The death of Major-General Marston of the Bombay Army, at the advanced age of eighty, removes an interesting link with India as it was in the first half of the nineteenth century, and especially at the time of Napier's epoch-making campaign against the warlike Ameers of Sind in 1843. There must be very few other survivors of the great battle of Meanee, in which with 2,000 troops Sir Charles Napier defeated 22,000 of the enemy, and certainly none who distinguished themselves more than did the late General Marston on that inspiring occasion. For Marston literally saved Napier's life by encountering and slaying three huge Baluchis who were making for Sir Charles with intent to cut him

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down. Napier afterwards entrusted the raising of the Karachi District Police to Lieutenant Marston, who subsequently rose to high rank in the Bombay Police and earned the warm esteem of Sir Bartle Frere. On his retirement he settled down in Karachi, which he had seen gradually raised from comparative insignificance to a position of great strategical and commercial importance.

I wonder how many of my readers can recall the fact that only one regiment of the "Queen's Service" was present at Meanee, the old 22nd, to wit, now the Cheshire Regiment, which led the attack under Pennefather. The "Two-Two's" went through the whole campaign with Napier, helping to destroy the desert fortress of Imam Ghur—an extraordinary military feat, which took eight days of tremendous and perilous work to accomplish—and assisting to bring the decisive battle of Hyderabad to a brilliant conclusion. A handful of 100 men of the 22nd under Captain, afterwards General, Conway had previously defended the Hyderabad Residency with splendid stubbornness against 8,000 Baluchis. The Cheshires may thus be said to have left a mark on the history of India, which is perhaps more distinct than that left by any other individual corps of the British Army.

The defence of the Hyderabad Residency, however, has been finely paralleled by a score of other thrilling instances, not the least notable of which was the noble defence of Saraghari Fort, which has recently been commemorated by the erection of a suitable memorial at Amritsar. The story has been told at length in the papers, and I made allusion to it some time back in these pages, but the institution of the memorial makes it difficult not to spin the yarn afresh, and narrate how on that Sunday in September, 1897, a score of the 36th Sikhs held the useless little Saraghari Fort against an overwhelming force of Afridis and Orakzais, and perished at their posts rather than surrender.

The contingent of Imperial Service Troops at the Coronation is, it appears, to be thoroughly representative, and to consist of thirteen mounted officers, three company officers, forty-eight non-commissioned officers, and thirty-six privates selected from the various corps. The cavalry will naturally provide the bravest show from the spectacular standpoint, but there will also be a fine representation of infantry, and there will be sappers from Sirmur, Malerkotla, and Faridkot, and artillery from Kashmir. The whole will be in charge of Captain Watson, the inspecting officer of the Punjab States Infantry.

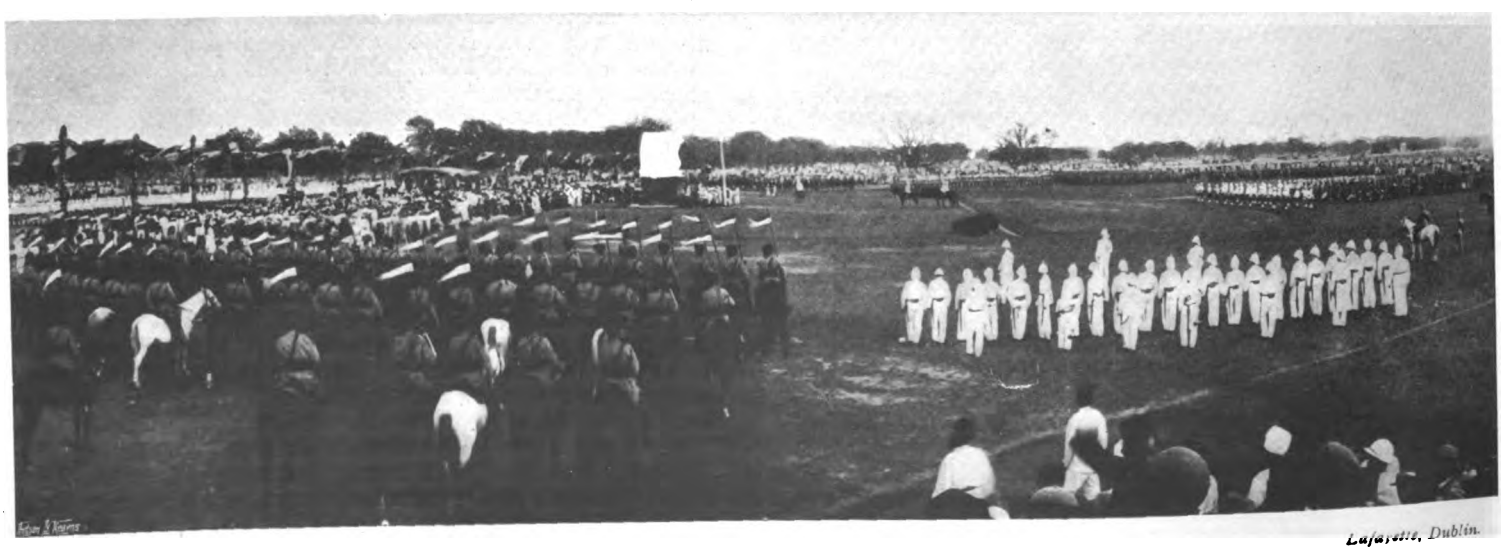
The *Times of India*, in bidding farewell to the "Highflyer," the flag-ship of the East Indies squadron, which recently sailed southwards, after staying longer in Bombay Harbour than any flag-ship has done for years, appropriately recalls some interesting and important associations of Bombay with the Royal Navy. It points out that the first dock ever constructed in Asia for a King's man-of-war was made in Bombay, and war-ships have been built in Bombay ship-building yards that have held an honoured place in the Navy List. Bombay, too, was the headquarters of the old Indian Navy, the ships of which fought side by side with Royal ships all over the Eastern seas. These are memories which it is well should be kept green, and it is pleasant to add that much has been done to perpetuate them by the presence of the "Highflyer," and the admirable tactfulness and *bonhomie* of Admiral Bosanquet, the Naval Commander-in-Chief on the East Indies station.

THE CITY OF PALACES.

THE Maidan at Calcutta is an historical place. We are made familiar with it when we read the many discussions as to the authorship of the "Letters of Junius." Again, Thackeray brings the Red Road to us in such reality that it is to-day almost Thackeray's road. Of course the conditions of life have changed since the time when the great novelist drew his pictures. It is easy now to go home and come out again, as Indians say. The elaborate preparations which both Hastings and Francis made, as we see from their diaries, are no longer necessary for a voyage to England. "Going home" nowadays is little more than going from Bishopsgate Street to Highgate by the Metropolitan Railway. Still, the Calcutta Maidan remains a long way off. Even the host of tourists who yearly pass over it will never destroy its interest. Here, below the water-level of the Hoogly, is the great lung of the very striking and very interesting city of Calcutta (Koyla's Ghaut or Gat). Here first the enterprising Englishman had to meet the wiles of the most astute and cowardly of all Asiatics, the Bengali babu, and here is now placed the latest statue of our late loved Queen. Victoria the Great, whose memory will never fade, might have chosen this site as one of the spots where she wished herself to be kept in remembrance. The counterfeit presentment of her august Majesty is placed among, perhaps, the only artistic group of statues which the Empire affords. One or two of the effigies of her departed subjects whom the nation has delighted to honour are perhaps inferior. They do not, however, approach the bathos of the average London statue. Foley's Outram would in any case give life to the whole. One feels that English art has done itself justice when one regards the living bronze which commemorates the Bayard of India. Near Outram is his Queen. This statue was, as we lately recorded, unveiled by His Excellency the Viceroy in the presence of a distinguished company. All sections of the community were represented. The picture shows the purely military part of the ceremony. The troops, as will be seen, are waiting for the arrival of the high Civil Authority, and are not in such perfect line and order as they will assume when the signal is given that the King's Representative is about to arrive. The white veiling is still over the statue, and no doubt all has been well arranged so that a slight pull will cause all the veiling to fall.

The statue will be seen far and wide, and many a native from the North and West will study the features of the dead ruler with love and reverence. The Calcutta native will not study it. He will pass by this statue much as our Cockney passes by the monuments in London. Moreover, the Calcutta native has little appreciation for Western art. But in the cosmopolitan population of Calcutta there are thousands from East and West who cannot be counted as natives, and to whom the unveiling of a statue of the Great Empress is a matter of supreme interest.

Many of the subscribers to the noble work of art, the unveiling of which we show in the picture, are Bengali gentlemen. Although "babu" and "gentleman" are supposed to be synonymous, such is not the case in reality. The Bengali gentleman exists. He is respected by all who know him, and will always be so respected as long as the memory of such philanthropists as Chuckerbutty lasts. It is too painfully evident that the Bengali babu exists, too. Any evening on the Red Road or on the beach this blatant personage may be studied. But the sight is hardly inspiring or instructive.



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THE BLESSING.

The chaplain consecrating the colours.

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THE WIDE, WIDE VELDT.

[ANECDOTES AND PEN PICTURES BY A WAR CORRESPONDENT.]

THE object of these sketches has been to bring home-abiding readers into some sort of touch with the conditions of life and fighting experienced by the army in South Africa, and also to refresh in the minds of those who have already done their duty under the Southern Cross the memory of what they passed through at the Imperial call. For in a campaign of this sort there is even more of reminiscent interest than in most records of active service, at any rate in those associated with latter-day warfare. The immense tract of country covered, the sadly protracted nature of the operations, the manifold interests that have arisen, have combined to make the war not only absorbing from the standpoint of brisk contemporary happenings, but also unusually significant in regard to the sometimes still more instructive process of retrospection.

Although the title chosen for the sketches marks them as belonging to the great wonderful veldt, yet hitherto there has been no description of this vast, fascinating steppe which forms the centre of the South African Peninsula.

The Arabs dwelling upon the banks of the Nile have a saying to the effect that "once a man has drunk of the waters of that historic river, that man will not die in peace unless he has returned to slake his thirst in them a second time." This might almost be said of the South African veldt. There is some hidden fascination in that great unfettered waste which is irresistible. You may hate it for the hardships it has caused you; curse it for the enteric which it bred to emaciate your frame; you may paint its memory as blackly as you like, but the time will come when you will again yearn for the freedom of its wastes, the breath of its pure air, the comfort of its solitudes, and the exhilarating effects of its unrivalled atmosphere. It would be impossible to say precisely in what special attribute this charm and fascination are to be found. It is enough that it exists, and ninety-nine men out of a hundred who have once journeyed upon the springy surface of that gigantic prairie will know what is meant—will have felt with the writer the irresistible influence of its charms.

Come. It is sunrise on the veldt. We have forty miles to ride. Already the great yellow sun is forcing its way above the night mists which hang heavily above the flat-topped hill in the east that is our beacon and first goal. We are surrounded by a great blue-grey sea of prairie, and on every side, where the mists will allow it, Strombuli-like islets with bevelled tops crop up like a volcanic archipelago upon a calm sea surface. It is early yet, and our horses' legs cast long fantastic shadows across the sward; they, too, feel the exhilaration of the morning air, and playfully shy and curvet at the nearer landmarks. Now it will be an ant-heap, half-burrowed by some marauding ant-bear. Now it is an ostrich convulsed in clumsy caper in sheer delight of life in spring-time. Now it is a herd of dainty springbok, startled that we should have come upon them against the wind. A school of lively meerkats break off their chattering to gaze upon us, and then dart quickly back to earth. And then the sun is up. As if by some magic touch, in a moment the mists have gone. Blue-grey changes to green-brown, and the warm glow of sunshine banishes the last shiver of night from the human frame. A spring morning on the veldt—who shall adequately describe it?

A LONG PULL.

A typical South African drift.

SOUTH AFRICAN TOPOGRAPHY.

A poort.

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THE CURSE OF THE BRITISH ARMY.

Transport.

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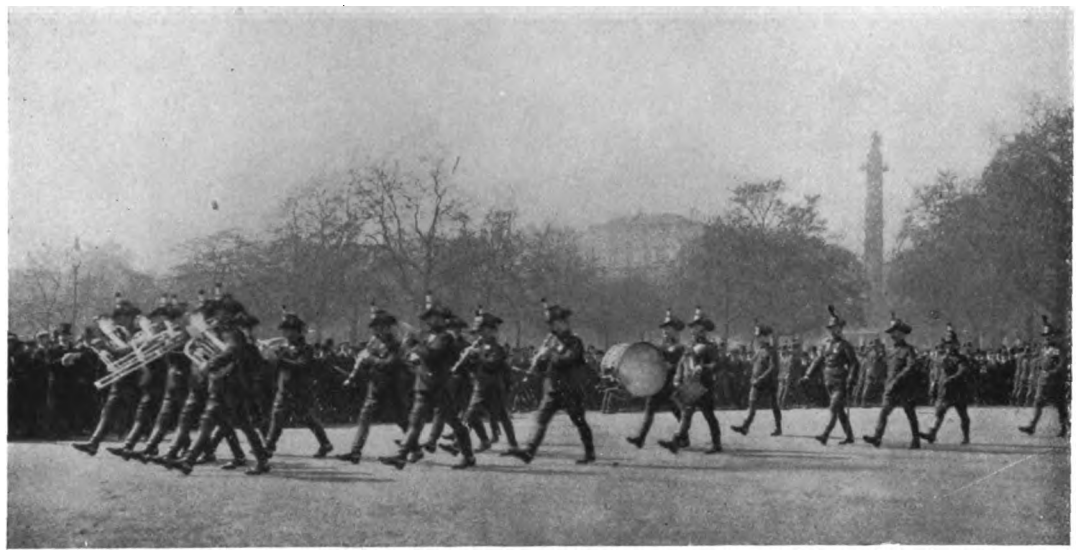
CHURCH PARADE OF THE "KING'S COLONIALS."

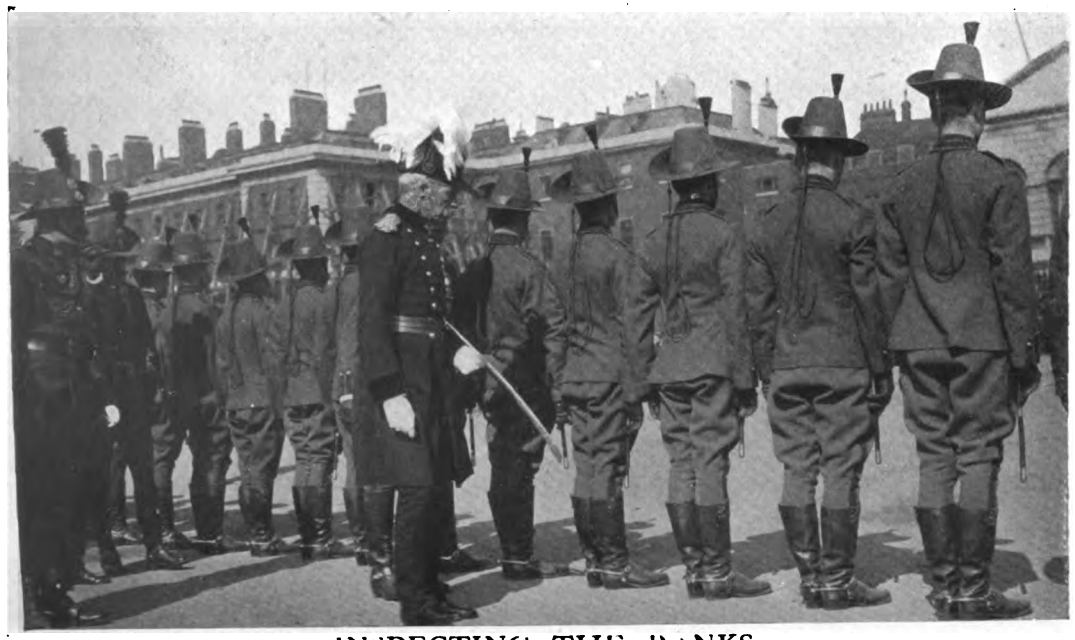
MARCHING TO PARADE.

The regiment, looking very workmanlike, admired by a huge crowd.



OFF TO CHURCH.

The corps leaving the Horse Guards to attend service at St. George's.



INSPECTING THE RANKS.

A most minute scrutiny of the men, both front and rear rank.

A WORD OF PRAISE.

General Trotter congratulated the Colonials on behalf of the King.

THE HORSE GUARDS' PARADE, SUNDAY, APRIL 27.

From Photographs specially taken for "Navy and Army Illustrated."

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A GALLANT SON OF DEVON.

Photo. Copyright. *Crockett.*

SERGEANT H. G. LOWICK, IMPERIAL YEOMANRY.

A Plymouth hero with a brilliant record of fighting service.

If ever a man deserved to be called a "born fighter," Sergeant Lowick does. He has recently done literally, as well as metaphorically, "yeoman's service" in South Africa, where he was wounded, and he wears the medal with clasps for Diamond Hill, Johannesburg, Orange Free State, and Cape Colony. Twenty years back he had fought at Majuba Hill, so his South African record alone is not an ordinary one. But previously, again, he had served with the 9th Lancers through the Afghan War of 1878-79-80, and had taken part as a trumpeter in Roberts's Cabul to Candahar march. When in December, 1879, in Cabul, Mr. Adams, the famous Army chaplain, won his V.C., Trumpeter Lowick helped him, and was given the medal for Distinguished Service in the Field. When Lord Roberts recently visited Plymouth he recognised Sergeant Lowick and shook hands warmly with him. And now Sergeant Lowick is pining to go out again to South Africa! A "born fighter," indeed!

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MORE VARIETIES IN LIFE ASSURANCE.

By F. HARCOURT KITCHIN.

I HAVE dealt a good deal with investment insurances, and shall doubtless do so again. There is no doubt that this class of life assurance is growing rapidly in popularity, and that fewer people are taking out whole-life policies than used to be the case, fewer, that is to say, compared with the total number of policies. The modern man likes a class of investment in which he stands to gain personally if he only lives long enough. Nevertheless, whole-life assurance is still the backbone of the life business of the country, and continues to meet the needs of a large section of the community.

THE "OLD" EQUITABLE.

The Equitable Life Assurance Society is as old as life assurance itself, and remains in its hearty old age one of the very best institutions of its kind in the world. In order to get the best out of a life office it is necessary to understand the points for which it is specially distinguished. Now, the old Equitable's strong point is whole-life assurance with profits. For non-profit assurance or for endowment assurance the Equitable is no better than many other first-class companies; but in respect of whole-life with-profit assurance its supremacy is almost incontestable. In the first place, this office pays no commission to agents, and all its resources, except between 6 and 7 per cent. of the premium income which goes in administration expenses, are available for profits. There also are no shareholders. The business is not very large, because most people require the urgent insistence of an agent, sometimes almost physical compulsion, before they will take out a life policy. The Equitable's bonus system is designed so as to give the greater part of the profits to those who live longest, and the manner in which it works out in practice is astonishing. For instance, last year every £1,000 of assurance which became a claim had been increased by bonuses to £2,181 on the average. In one case the sum assured and bonuses exceeded four times the original amount of the policy, in nineteen cases the claims paid exceeded three times the original sums assured, in fifty cases the original policy moneys were multiplied by more than two. This method of piling up the bonus additions on policies of long standing also adds greatly to the return which a policy-holder can get if he wants to give up his assurance—in other words, if he wants to sell or "surrender" it to the company. In the case of those Equitable policies which were surrendered last year, the holders received on an average 98 per cent. of the premiums which they had paid. Their insurance had, therefore, cost them little besides the interest on the money which they had invested in the premiums. If the Equitable's merits for its speciality—whole-life assurance with profits—were fully appreciated by the public it would issue three millions of new assurances each year instead of less than three hundred thousand. I need hardly add that the Equitable is abundantly strong, and has funds amounting to £4,733,000. It is rather important to observe carefully the name of this office, since there are other companies with somewhat similar titles which cannot compare with it either in soundness or in profitable character.

THE LONDON LIFE ASSOCIATION.

Whole-life assurance, though on a different system to that of the Equitable, is the speciality of the London Life Association. This association does not go in for "bonuses." It charges substantial premiums during the first seven years, and then reduces them by more than half. At present the reduction is 55 per cent. on assurances which have been seven years in force. The reductions are gradually increased, until on very old policies all premiums have been extinguished, and an addition is made to the sum assured. A valuation is made every year, in order to ascertain whether the reductions may safely be continued, and hitherto there has been no break in the prosperity of the company. This office also pays no commission to agents, and its expenses are very small indeed. Those who become insured with it can depend on getting the best value which money paid in premiums can produce. But, as I have already pointed out, the fullest advantages are only reaped by those who go in for whole-life assurance with profits. The system under which no agents' commissions are payable undoubtedly benefits the policy-holders very much, though few people appreciate the fact. At the same, time it is equally undoubted that the benefits of life assurance would never have been brought home to the public but for the activity of insurance agents. A man is slow to do a thing, more especially if it involves any discomfort, unless the necessity for it is put before him and he is kept up to the mark. This valuable service is daily done by agents all over the country, and more than nineteen-twentieths of the life assurance which is annually effected is due to their efforts. As a class, they deserve well of the community.

THE ECONOMIC.

The Economic Life Assurance Society should have a special interest for those of my readers who are connected with His Majesty's Services. When the Boer War was looking very black in January, 1900, and Volunteers and Yeomanry were called for, the Economic offered to insure the lives of these men on specially favourable terms. This offer was widely accepted, and a large number of war risks were insured. It is gratifying to learn that the company has not suffered any loss through its public-spirited action, and that the claims have proved less than were expected. Last year the office did less business than in 1900, on account of the return to more normal conditions. The principal features of the company are the lowness of its rates of premium and the liberality of its conditions. Indeed, there are no conditions in most cases except the payment of the premiums. As there are no shareholders, all the profits belong to the members who assure with the office. In comparing the rates of bonus which are added to with-profit policies it must be remembered that the low premiums—lower than those of any other insurance company—afford an immediate advantage, and that the distribution at the last valuation was reduced through the more stringent valuation basis which was adopted. The life assurance fund of the Economic increased during last year from £4,137,823 to £4,190,056, after £18,797 had been set aside for the depreciation of securities. This depreciation was very small when one considers that the office gets a return in interest of very nearly 4 per cent. per annum on its funds. As the rate of interest assumed at the periodical valuations is only 3 per cent. per annum, there is a margin in interest earnings of nearly 1 per cent., which goes every year to swell the fund out of which profits are payable.

LONDON AND LANCASHIRE LIFE.

The London and Lancashire also issued a large number of war policies in 1900, many of which have since lapsed. Business of this kind is necessarily temporary in character, and though some of it may remain on the books, yet the greater part disappears when the special need for its existence has passed. At the same time, the offices which in 1900 adapted their methods to the national necessities have deserved well of the country; there was not much to be got out of the business from the pecuniary point of view. The London and Lancashire does a large new business each year in proportion to the premium income, and a few years ago the expenses were a good deal higher than they are now. The reduction in expenses since 1897 has amounted to nearly 5 per cent. of the premium income, and the reduction is still going on, although the amount of the new connections which are obtained has not materially fallen off. It is necessarily expensive to work up a large business, and it is beyond doubt that in the past many life offices have paid more than the business has really been worth. I am glad to notice that the London and Lancashire office is now finding it possible to conduct its operations a great deal more economically than was formerly the case. My readers will understand that while it matters little to non-profit policy-holders what the expenses of an office are, provided that the financial stability remains unimpeachable, yet with-profit policy-holders are in a sense partners in an office, and all unnecessary expenditure means so much less for them in profits or "bonuses." The comparison, however, of expense ratios, as they are called—that is to say, the proportion of the total expenses to the net income from premiums—must be approached with caution, since a company which does much new business naturally spends proportionately more than one which is content merely to make up the annual waste on claims, surrenders, and lapses. Still, after making all allowances, there can be no question that many offices have in the past spent too much, and the successful efforts of the London and Lancashire towards retrenchment deserve full recognition and encouragement. I expect that at the company's next valuation, which is to be held after the close of the present year, much better results will be shown than those presented at the end of 1897. The funds amounted on December 31 last to £1,629,502, and have increased during the past four years by more than £400,000. The company is liberal in its policy conditions, and offers facilities for investment as well as for ordinary life assurances. Officers in the Services receive specially favourable conditions when one considers the risks which their profession entails upon them.

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THE
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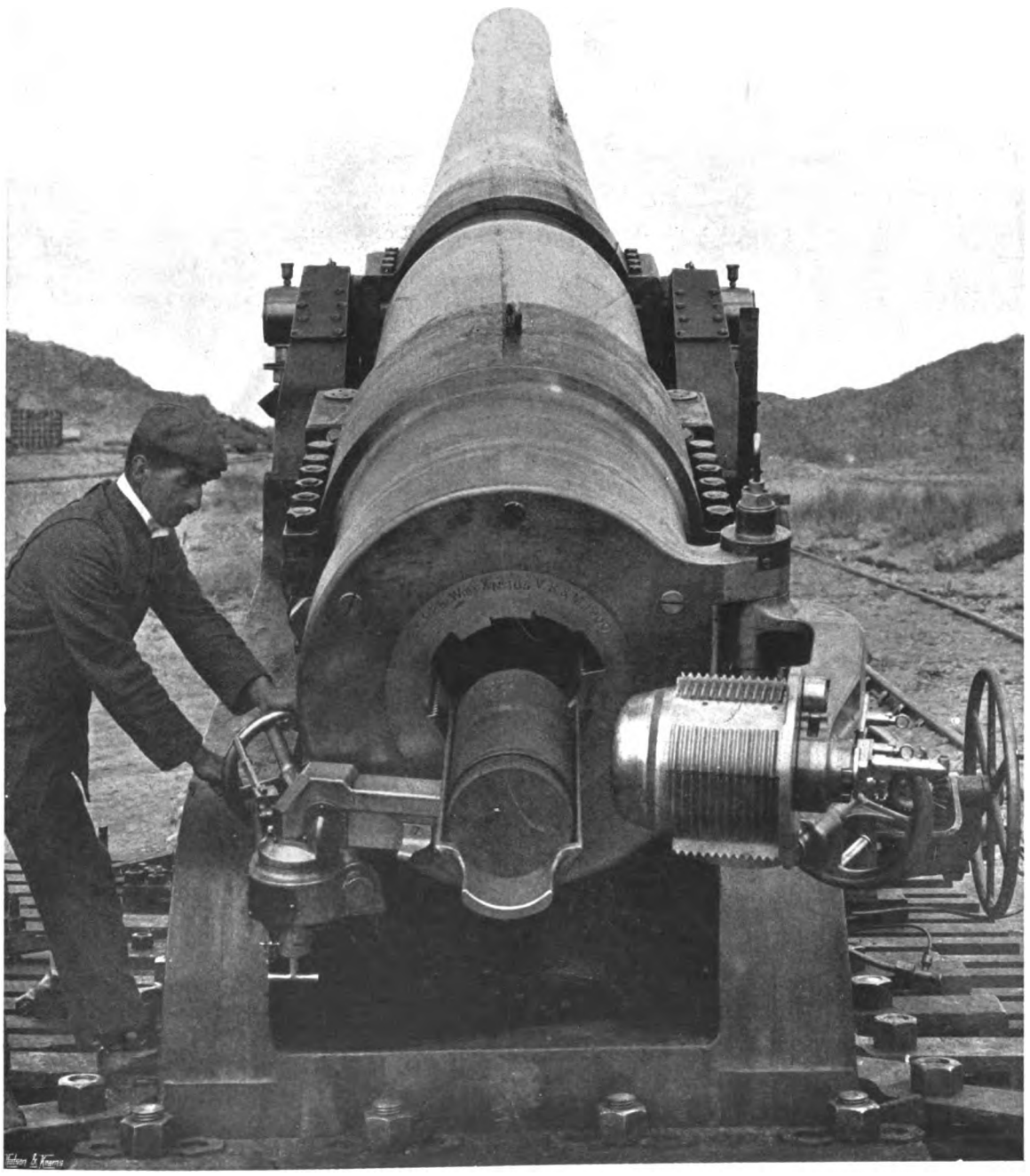

OUR NEWEST NAVAL GUN.

THE 9·2-IN. WHICH WILL BE CARRIED BY THE "KING EDWARD VII."

The restless progress which the production of what an old writer calls "vile guns and villainous saltpetre" continues to make, in spite of all the efforts of peace societies and other praiseworthy agencies, is well exemplified in the above striking picture. It is difficult to convey in a few simple words any popular idea of this tremendous weapon. Perhaps the best method is to refer to the 4·7-in., which became "familiar in our mouths as a household word" in the early days of the war. The above monster is more than twice as good—or, from an enemy's point of view, as bad—as the 4·7-in., for it embodies still later ideas of skilled and scientific construction.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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After the War.—II.

LAST week we discussed one or two of the social changes that followed the Russian—or, as it is more frequently called, the Crimean—War. We showed how the sojourn of an army in a strange land affects the views and broadens the outlook of every man in it, even the least intelligent. We pointed out that when the army returned to its own country and was dispersed into every corner of it, the influence of its altered opinions had an effect upon every class of the population. There is, for example, scarcely a village in the United Kingdom that has not sent one man at least to South Africa. Do you know how keen is the interest of the village in its hero's letters? They are read and talked over, and read again and again, and every idle word the hero writes is accepted as a final judgment upon matters of which he, being "out there," must, of course, be a good judge. Perhaps he writes about an "unfortunate incident," and in an off-hand way metes out praise and blame among the commanders concerned. The village does not stop to recollect that he was five hundred miles away from the place where the incident happened. It takes no heed of the fact that he is a raw recruit, and that the officers criticised are old soldiers of experience and proved skill. He is Sir Oracle upon all questions that have to do with the war. No dog is allowed to bark dissent when he delivers himself of an opinion. So it will be when he comes home. His words will command attention. His criticism will carry weight. Has he not earned the right to lay down the law to his stay-at-home fellows? Are not all of us inclined to attach importance to the views of the man who has been on the spot?

Well now, what directions are they in which the influence of village heroes is most likely to be exerted when the South African Field Force breaks up, and when our soldiers are scattered all over the three kingdoms to take their well-won furlough? In the first place, the campaign will surely have made everyone who took part in it more democratic in spirit. Remember that our men have been bivouacking by night, and riding or marching in the day, with Colonial troops from Australia and New Zealand and Canada, and from the South African colonies. All our Colonies are far more democratic than the Mother Country. They pay more heed to what a man is and does than to the fact that he was born noble or born rich. They think more of getting things done than of doing them exactly in accordance with precedent and formality. According to their view, the Government was made for man, and not man for the Government. They do not regard the wheels of administration as a sort of Juggernaut car beneath which the governed must be content to lie and groan. With them a man must prove his right to take a leading part in public affairs. He is not accepted as a statesman merely because he took the trouble to be born a lord's son or a ready-made millionaire. Colonial opinions on such matters as these must have been debated around camp fires and thought over in many a lonely blockhouse, and they are bound to have had an effect upon a good many minds.

With this vague demand for greater elasticity in the system of government, and for a higher standard of ability and achievement among those who direct it (a demand which we sum up by that comfortable and, of late, popular word "efficiency"), will come a desire for a more transparent sincerity on the part of public men. "To say what you mean and to say it straight" is very far from being the method in vogue among our speech-making politicians. They seldom say what they mean—perhaps they seldom know what they mean—and they generally say it in a roundabout manner. They seem to be anxious to leave loopholes of escape from their words in case it should be necessary to adopt a different view later on. All successful politicians humbug the public, and the public know it, and yet do not appear to resent being humbugged. Now in the Colonies there is plenty of deception in public life. There always has been at every period of the world's history, and there always will be. In order to govern people, you must, to some extent, deceive them, even though you persuade them that they are governing themselves. But in the Colonies this particular form of insincerity is far less noticeable than it is in Great Britain. And it is probable that our village heroes will come back full of scorn for word-spinning politicians and eager to persuade their hearers that the men we want are men "good at their job," who only speak when they have something to say, and then say it as briefly and as clearly as they can.

Once more, the after-effect of the South African War will certainly be to create a fresh interest in the far-off lands that fly the British flag and are ruled in the King's name. It will bring home to millions, who never realised it before, the fact of the Empire. All these soldiers, whom we hope to see back before very long, will be able to bear witness at first hand to the existence of the Imperial bond. They have fought for it in a country 7,000 miles away. They have seen how the sentiment of it can bring men from all parts of the world to take their share of its defence. For them the Empire is no longer a vague idea, a catchword, a newspaper phrase. It is an actual Fact, and through them it will become an actual Fact to their relations and friends throughout the land. We have talked a great deal about the effect that the war has had in drawing the Colonies and Great Britain more closely together. There is no doubt it has done this, and we shall probably see some practical results of the drawing together after the Colonial Premiers' Coronation Conference. But we must not forget that the war will also have served to convince a large part of the population of the Mother Country that the Empire really does exist—a point upon which they have hitherto been either blankly ignorant or doubtfully unimpressed.

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VISIT OF PRINCE HENRY'S SQUADRON.

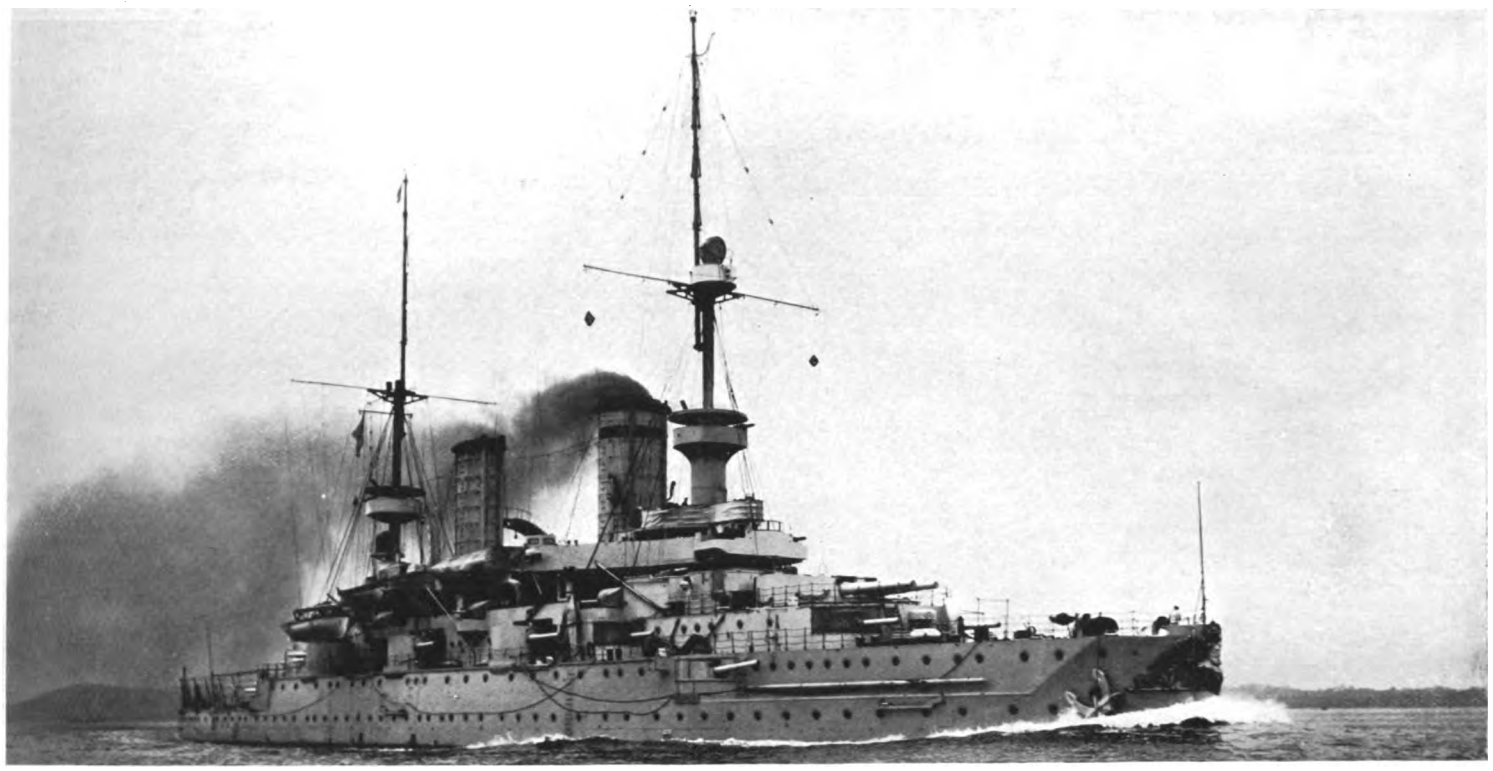


Photo. Copyright. *Bolak.*

"KAISER FRIEDRICH III.," THE FLAG-SHIP, WITH PRINCE HENRY ON BOARD.

Displacement, 11,130 *tons.* *Heaviest gun*, 9·4-*in.* *Speed*, 18 *knots.*

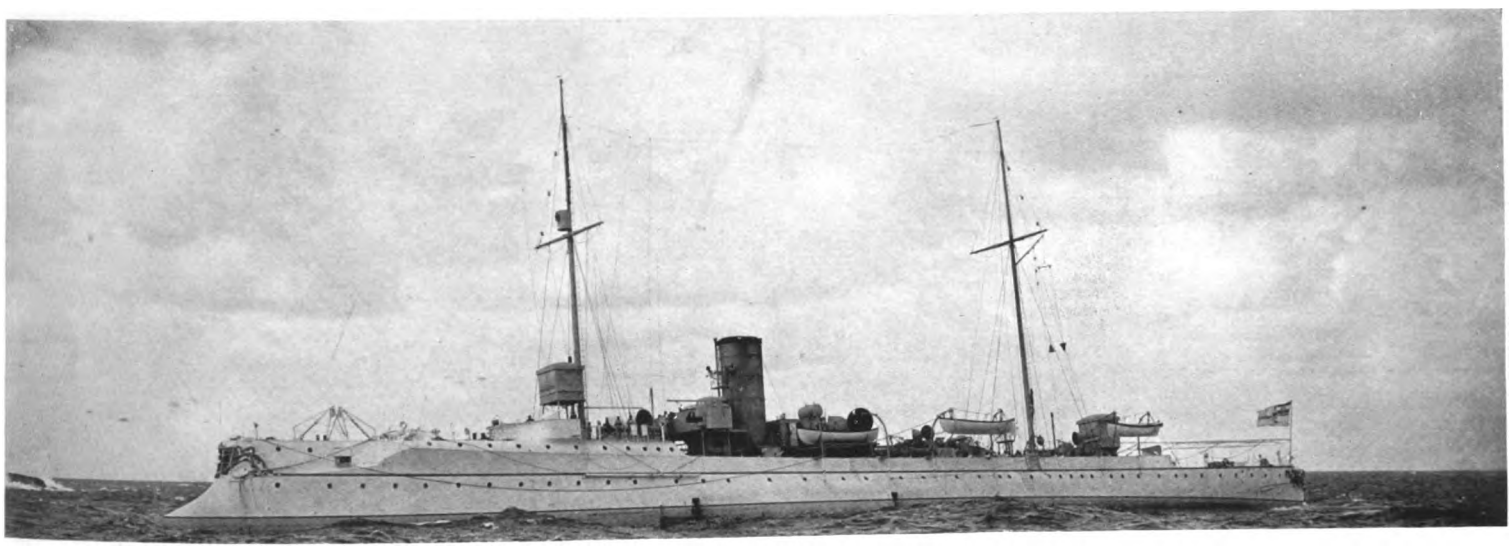
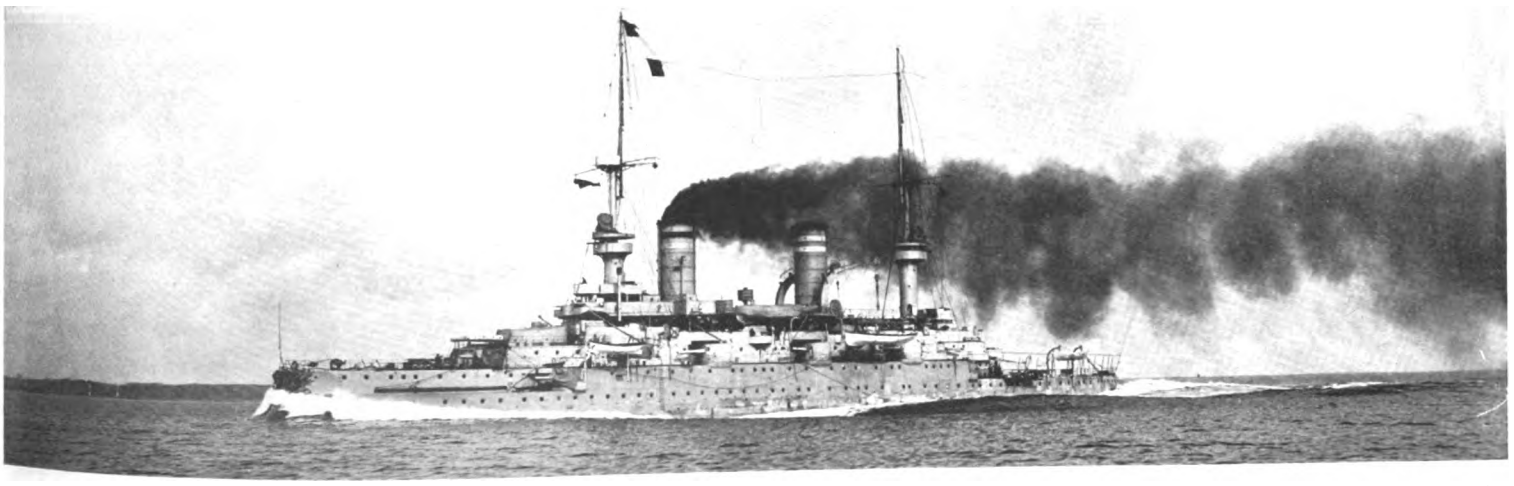


Photo. Copyright. *Renard.*

THE ARMOURED CRUISER "HELA," A FREQUENT ESCORT TO THE "HOHENZOLLERN."

Displacement, 2,000 *tons.* *Heaviest gun*, 3·4-*in.* *Speed*, 20·5 *knots.*



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"KAISER KARL DER GROSSE," THE ONLY BATTLE-SHIP EVER LAUNCHED AT HAMBURG.

Sister ship to the "Kaiser Friedrich III."

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VISIT OF PRINCE HENRY'S SQUADRON.

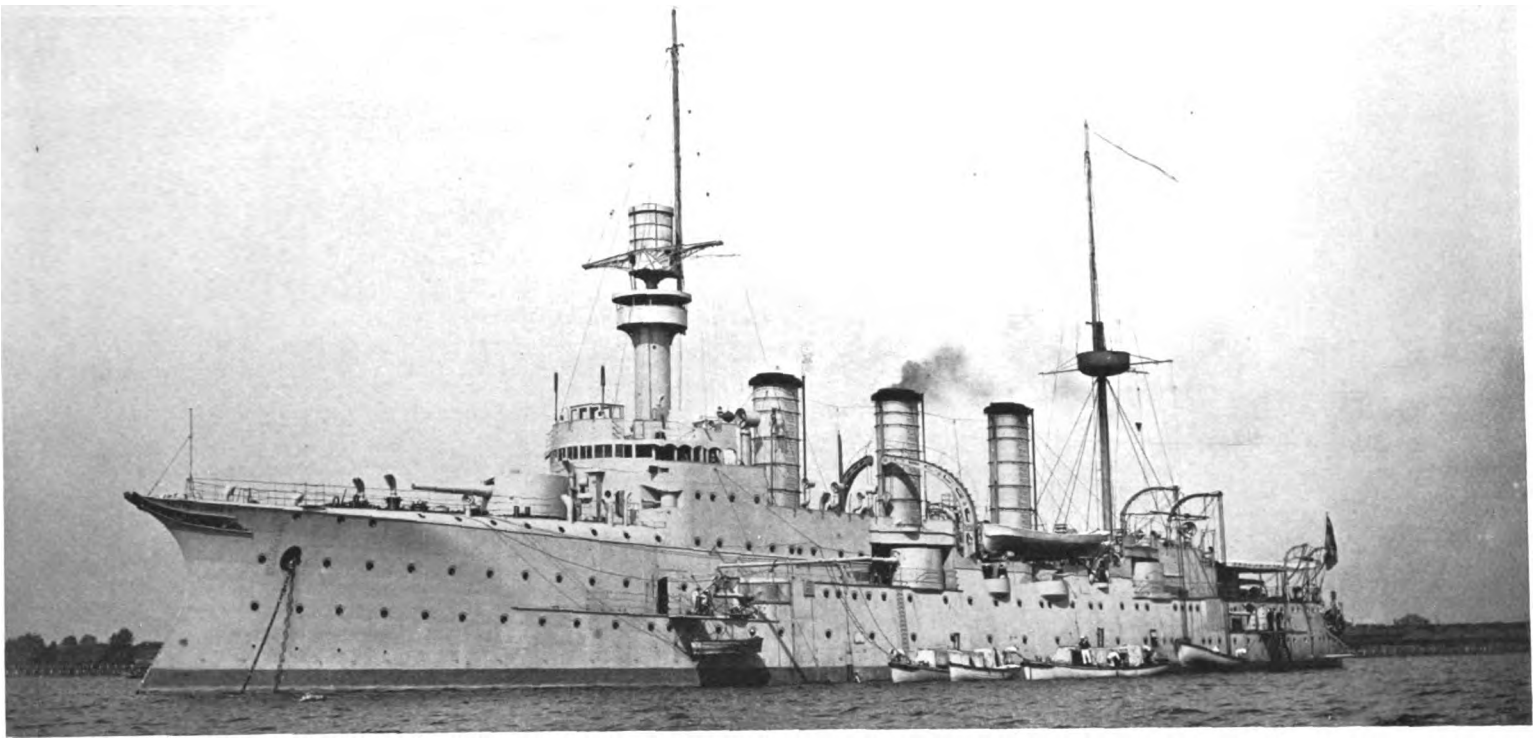

Photo. Copyright. *Renard.*

THE CRUISER "VICTORIA LUISE," A SISTER SHIP TO THE "KAISERIN AUGUSTA."

Displacement, 6,100 *tons. Heaviest gun,* 8·2-*in. Speed,* 18 *knots.*

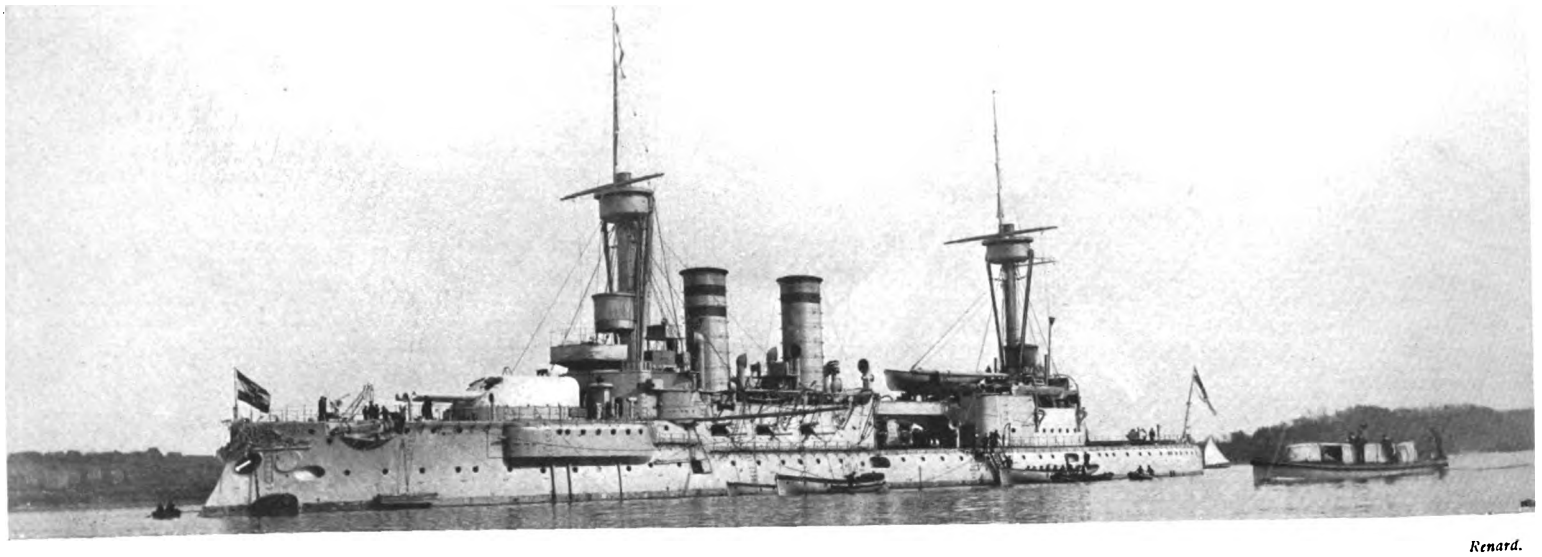

Photo. Copyright. *Renard.*

THE BATTLE-SHIP "WEISSENBURG," THE SECOND LARGEST SHIP IN THE GERMAN NAVY.

Displacement, 10,033 *tons. Heaviest gun,* 11-*in. Speed,* 16 *knots.*

Photo. Copyright. *Bolas.*

THE CRUISER "AMAZONE," A FAST GERMAN SHIP, OFTEN USED AS A SCOUT.

Displacement, 2,615 *tons. Heaviest gun,* 4·1-*in. Speed,* 22·3 *knots.*

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THE 2nd DRAGOONS: ROYAL SCOTS GREYS.

THE FRENCH CRUISER "EURE."

THE NAVIES AND ARMIES OF THE WORLD.

A WEEKLY CAUSERIE BY DAVID HANNAY.

THE history of the South African War, by Captain Gilbert, spoken of last week, is not presented to the French reading public as being a new narrative of facts. Captain Painvin and Colonel Frocard, of the *Revue du Cercle Militaire*, had already made a very fair and careful summary of the mere incidents of the struggle, arranging them clearly, with occasional critical illustrations. Captain Gilbert had not much, even if he had anything, to add to what they had done as compilers of the evidence; his object was rather to interpret the real meaning and lesson of the struggle, as they appear to a thinking soldier whose point of view is that of the critic who has always on his mind European wars between great armies. Neither did he address himself to us, but to his own countrymen, who were showing signs of a disposition to draw some very wild conclusions from the successes and the long resistance of the Boers. He was unable to put his full meaning into words. Death interrupted him before his volume was quite completed, and it ends with the sentence, "Finally, I have deliberately reserved the lesson which I consider essential." It was, however, hardly necessary that he should go further, though his exposition would no doubt have been valuable. The drift of all his other work shows he probably meant to insist that in modern as in ancient war a vigorous offensive on the field of battle is the best of all defence, that it is weak to wait to see what the enemy is doing and regulate your movements by his, and that the better way is to take a vigorous course in attack that will compel your opponent to make counter movements which you can foresee.

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The didactic purpose of Captain Gilbert is shown by the amount of space he devoted to his conclusions, "moral, political, and organic," or "technical, tactical, and strategical." The first and second may be passed over. Our politics are always wrong from the continental point of view. It is amusing, and when one takes the thing too seriously a little irritating, to see how calmly foreign writers assume, even when they are dealing with events 200 years old, that England was acting in the basest way. In the case of the French this is especially conspicuous. Their way is always to lay it down as self-evidently true—as, in fact, so sure as hardly to need stating—that England was engaged in one unending series of acts of force and fraud. That being settled to begin with, the writer can go on with a pleasant sense of certainty to show in what particular way her actions at any given moment were fraudulent and violent. Captain Gilbert did not differ from his countrymen in holding to this faith, and, like the rest of them, he obviously never took the trouble to make himself acquainted with the real character of the question between us and the Boers. We can only shrug our shoulders and pass on to the military parts of the book, where the author is speaking of what he does understand, and where he is far too serious about his subject to take anything for granted, or to spare any effort to draw the correct conclusion as it appears to him.

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He becomes really valuable when he gets to what he calls the "organic" conclusions to be drawn from the war. The expression is used to mean the conclusions which may be come to from the teaching of the war as to the best organisation of the military forces of a nation. About them he has some remarks to make, first of all to his own countrymen, but incidentally to us. The first successes of the Boers were eagerly hailed in France by the party which is opposed to militarism. This party has recently been powerfully reinforced by an advocate whom the French Army cannot afford to pooh-pooh—Captain Moch, the author of "The Army of a Democracy." Captain Moch is an artillery officer who fought in the Franco-German War, and has written some technical treatises of acknowledged value. The basis of his book is an account of the Swiss Army, but the greater part of it is devoted to advocacy of a system of one year's service—of a thoroughly-organised and honestly-worked Militia, as the best defence of France. It is packed with facts, and closely reasoned. To me it seems to be an unacceptable assumption that any country which may have to fight over its own borders could possibly rely on the Swiss model. For its own purpose it is undeniably admirable, and the Republic certainly shows how to get the maximum of service with the minimum not only of expense, but of "fuss and feathers." If we do make our minds up that the Navy cannot be relied on to prevent invasion, and that we must have compulsory service for Home Defence, then we might do worse than go for our example to Switzerland. Its Army presents a remarkable contrast to our amazing bundle of odds and ends of reserve forces, about which there is nothing sure unless it be that if they were all mobilised the great majority of them would find that they had pretty nearly everything to learn except a moderate amount of company drill.

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The Swiss Army, to be sure, is a very different thing from the general levy of the Boers, with its free-and-easy way of treating the authority of the generals. It was this which the anti-military party was holding up for admiration, and which Captain Gilbert criticises with great force. He points out that it was good for very little except to remain in a long front line of trenches and repel direct attack. As regards these same attacks, he has criticisms to make which do not differ widely from those which may be heard from good authorities among ourselves. Captain Gilbert, though himself a gunner, has no excessive estimate of the value of artillery. He insists constantly on the error not uncommonly made on our side of pounding an enemy under cover for hours, and then stopping the artillery fire to allow the infantry to go forward. It is a method which answered very well when tried against conspicuous walls of sun-dried brick and masses of black men in the open at Khartoum, but is of little or no value when the enemy lies in loose order under cover of trenches. High explosives do not appear to him nearly so terrible as they were once supposed to be. But on these points we are by this time pretty well agreed. Few Englishmen will now be found to express a high opinion of the methods followed on the Modder and the Tugela, while Lyddite, which was once supposed to be a name of terror, has as good as vanished out of sight. Captain Gilbert's moral is that the preparatory attack should be made with infantry to force the enemy to show himself, and that the guns should be used with the infantry, and not before they are in action.

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What he has most at heart, however, is to make his countrymen see how very inefficient the Boer citizen army was when it had to do more than remain under cover and be attacked. The citizen, in fact, remained a citizen in camp.

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He claimed the right to think for himself, he brought his family with him, and would go away to attend to his private affairs. He would not, and given the organisation of the force he belonged to, could not, simply obey orders. Military ideas were far from him, and he failed to take full advantage of the divided state of Sir George White's men in the early days because one of the commandoes would go wool-gathering on its own account; or to make the most of the success at Spion Kop because he was under the influence of sentimental considerations, according to one story. Whether this be the case or not, it is the fact that the Boers made an indifferent use of the opening given to them. A striking feature of Captain Gilbert's book is his insistence on the great change which came over the Boers after the advance of Lord Roberts and the relief of Ladysmith—the point at which he ends his detailed narrative. After this date, it was the irreconcilables who remained in the field, and they submitted to a far stricter discipline than had hitherto been enforced. The commandants became real generals, and their followers real soldiers. In the meantime, the British army was subjected to a process of depletion, and of refilling by raw men. Hence the later stages of the struggle have seen a great change in the character of the combatants. The Boers diminished in numbers, but hardened in quality, and grew steadily more military. The facts of some of the later actions show Captain Gilbert to be perfectly right. At Brakenlaagte, at Tweebosch, or at Wolmaranstad, the Boer commandoes acted like efficient soldiers—which they had become. Their history, in short, tells against the value of a citizen army, or of crowds of rifle-club men. What it really shows is the absolute necessity for a strong military authority and thorough drill.

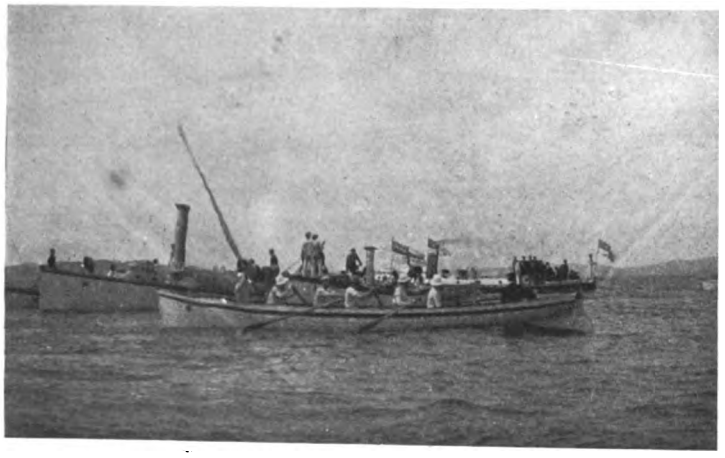
THE RACE FOR THE BATTENBERG CUP.

By R. A.

THE midshipman who presents himself to most of us has a flavour of Marryat's immortal creation of Mr. Easy. Mr. Easy is dead, and still he lives. "*Le roi est mort, vive le Roi!*" No amount of machinery and steam can ever get out of the young sailor of the King the fact that he is a sailor.

"It may be, in the after years,
When eyes are dim and tresses grey,"

that the British midshipman may recognise the fact that each separate individual of his class is not the sole ruler of Europe. His ways at present, notwithstanding careful snubbing on board ship, are exemplified at many a foreign port. Mr. To-day Easy is put in charge of a boat with no senior eye to quell his majesty. His coxswain is probably a much bigger man in general estimation than the "sucking Nelson." Still, once in charge, Nelson junior *is* in charge, and if he be not a mild boy, he lets them know it. The good men humour Nelson. They love to see a boy assert himself, and they note in the tablets of their memory that they will further judge young Nelson when stress of weather, accident,



THE WINNERS.

Before the start.

or other untoward circumstance calls forth the grit which England always expects from her seamen.

In Irish ports, where Mr. Midshipman Easy is not so familiar a sight as in England, our coming Nelsons have sometimes a little difficulty in preserving their gravity. A boat comes to the stairs of a pier. The middy in charge is possibly more rigorously got up than usual, to impress the natives of the savage land. Biddy is looking at him.

"Ho! Misther Sailor, will ye sell that choild?"

"In Bow!" "Way 'nuff!" "Forward there!—clear the stairs—Liberty men to land."

So hails young Nelson, but Biddy will not let him have the dignity of his position.

"Hand me up that pritty boy wid the roses in his cheeks—'tis him I want to kiss. Away wid ye! brown divils! and me! Miss Kate Macartney, attindint of this pier since George the Four was King. You won't kiss me, boy? Then you shall not land." Midshipman Rodney Nelson Camperdown has to submit to slights of this kind. It is on record that one of the good breed which makes our admirals was once carried along the decks of a flag-ship under the arms of a negress, who wished to complain to the captain that this disgraceful boy had not paid his washing bill.

These are some of the phases of Midshipman Easy's life to-day. When he goes far abroad he is occasionally indented upon to perform an office such as his soul loathes. Being the youngest, and therefore the prettiest officer available, to

THE CRITICAL MOMENT.

The flag-ship's middies finish first.

Midshipman Easy falls the duty of acting as page when there is a Royal or an Imperial ceremonial in India. Mr. Easy is not so victimised in the Colonies.

The last time that the present writer saw Mr. Easy in the guise of page was at the great Durbar at Delhi in 1877. Alas! the picturesque page of Kipling's (*père*) durbar has joined the majority for many years, but not before he had left a name in India and other parts of the Empire as a sportsman and a good fellow. The boy in blue velvet and ostrich feathers, whom the elderly Anglo-Indian lady so admired that she took him on her knee, and would have kissed, till he acknowledged to fourteen years of age, has, like many a good sportsman, passed away. As on land, so on sea. There are ready many young sea-dogs to take the place of those who have gone before. The Naval officer of to-day encourages all sports which may tend to the advancement of the practical quality of his officers.

We illustrate here the midshipmen's race for the cup presented by Prince Louis of Battenberg, to be rowed for by ships of the Channel Squadron. This race took place at Arosa Bay during a visit of the squadron to that port on April 2 last, and was the occasion of a spirited competition under favourable conditions of wind and weather. We show the flag-ship's crew winning. This is as it should be. The flag-ship should always be ahead though the skies fall. There was a great race for second place, the "Magnificents" beating the "Prince Georges."

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FOR SECOND PLACE.

The "Magnificents" beat the "Prince Georges."

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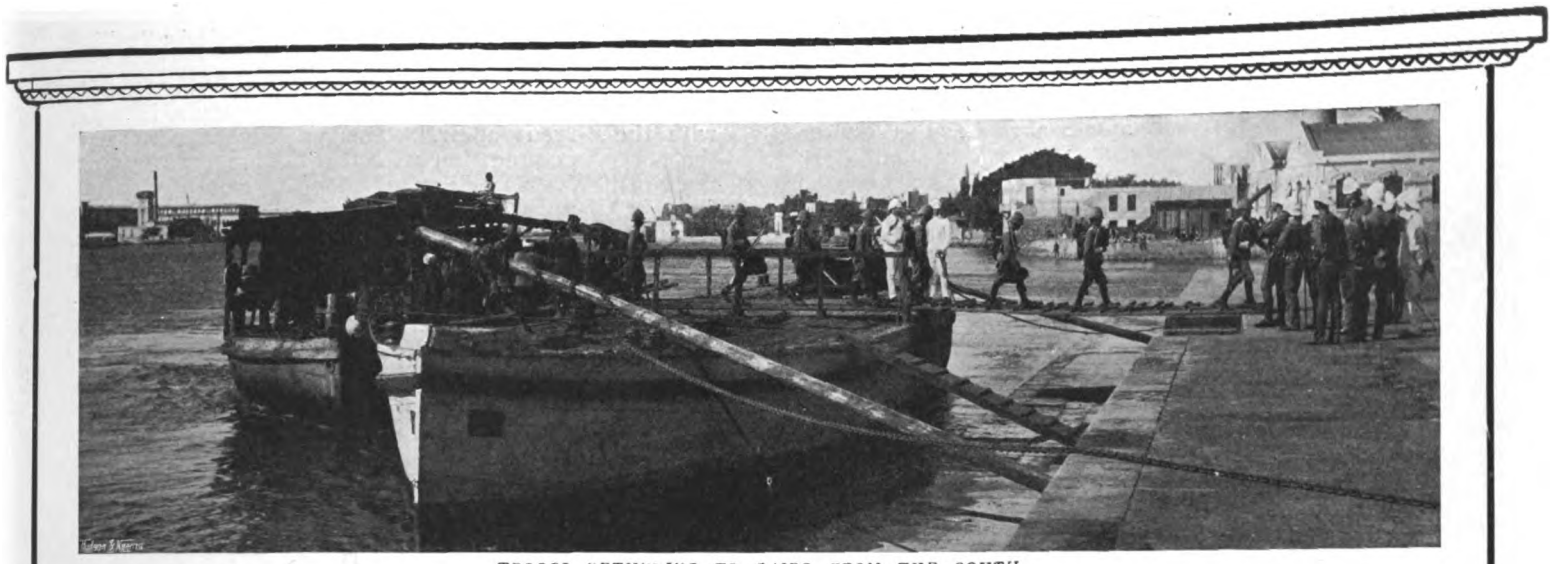

TROOPS RETURNING TO CAIRO FROM THE SOUTH.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

EVEN from the cabled summary it is easy to see that the important minute by Sir E. T. Hutton on the military forces of the Australian Commonwealth, which has just been submitted to the Federal Parliament, is a most statesmanlike, as well as professionally able, document. The opportunity was a great one, and General Hutton seems to have grasped it just as it should be grasped, with a view to future calm reflection and present ardour alike. It would have been a serious calamity if the new commander of the Federal Forces of Australia had taken undue advantage of the prevailing enthusiasm, and of his own exceptional popularity, to formulate anything in the nature of a grandiose scheme which, while providing the Commonwealth with an impressive and unquestionably adequate system of defence, might, in future "bad years," have led to one of those two unfortunate alternatives, financial pressure caused by military expenditure on a needlessly high scale, or sudden retrenchment with disastrous results in the way of desuetude and a diminished sense of Imperial responsibility.

On the other hand, an almost equally fatal mistake would have been committed if General Hutton had approached his subject in a spirit of undue caution, and had allowed any consideration of political potentialities to render his propositions in any way niggardly or finicking. The Australians are in the right mood now for viewing the matter of their military system in a thoroughly sensible and practical light, and it may be many years before public opinion at the Antipodes is so favourable as it is now to a liberal conception of both local and Imperial necessities. What Australia does now in the way of levelling up her defences and improving her capacity to take, if necessary, the offensive, she will do with a cheerfulness and alacrity which may not be easily reproduced when the effects of the war in South Africa and the influence of the sentiment it has called forth have, largely speaking, evaporated. No sort of ironical reflection is, of course, involved in this proposition, which is simply the application to Colonial public opinion of a principle which has often been clearly demonstrated at home, and which Mr. Brodrick is to some extent putting into practice at the present moment, in regard to the choice of the right moment at which to ask the taxpayer to spend money on the Army.

Sir Edward Hutton appears to have struck the golden mean between over and under doing it very happily. The increase he recommends is small compared with some of the anticipations which have been formed on the subject, but his reasons why that increase should be no larger than it is, and why it should be as large as it is, appear alike incontrovertible. Like every sensible student of Imperial politics, he commences with the postulate that the supremacy of the British Navy is not only the best safeguard of Australian interests wherever threatened, but renders Australia itself to a large extent immune from the risk of foreign aggression. At the same time it is, to quote the telegraphic summary of General Hutton's minute, "important to guard against raids made with a view to extorting an indemnity, destroying commerce, or obtaining coal, such a raid possibly costing Australia millions." Accordingly naval bases must be secured, and concentration of available troops at any threatened point must be facilitated. In this latter connection an early extension of the railway from Eastern to Western Australia is hoped for.

With a view both to assuring security within her own borders, and to taking that brisk offensive which might prove the best defensive policy should Australia be brought actively within "the limits of Old World strife," General Hutton advocates the maintenance of a liability to serve, although he regards conscription as at present quite unnecessary. Dividing the troops into two classes, garrison and field, he apparently desires no increase in the existing establishment of the former, which stands at 15,470, but he wants the latter raised from 14,101 to 28,748 under the war establishment, which will then consist of a total of 44,218 men, as against 29,571 at present. The field force, he suggests, should consist of six brigades of light horse, and three brigades of infantry, with the latest proportion of field artillery and engineers ready for organisation when emergency arises. Half-a-million needs to be spent forthwith on arms and equipment, transport and supply departments should be gradually developed, officers should be most carefully selected, a military college is an early requirement, and manufacturing departments and an arsenal are important desiderata. From this outline it will be seen that the scheme is eminently comprehensive, and it will probably be found that this attribute will go far towards rendering it much more effective than it might seem likely to prove from the standpoint of those who can only see safety in big battalions, and demand that the latter shall habitually be in a condition of complete and instant readiness.

Of course the only sound method by which to examine a scheme of this sort is to look a few years ahead, and ask ourselves what will then be a reasonable outcome of the propositions now formulated. Judged by this, the only safe process, General Hutton's scheme shows up in a very strong light, always supposing that the British Navy retains its supremacy. Imperial interests are strongly safeguarded by the capacity to send away at short notice nearly 30,000 carefully trained troops, with thoroughly up-to-date arms and equipment, and capable of taking their place in any Imperial military organisation in any part of the world. Immensely valuable as has been Australia's contribution to the maintenance of Imperial supremacy in South Africa, it cannot be said to have been on anything like such a high plane of efficiency and preparedness as is indicated in General Hutton's scheme, and we may be sure that the Continent will take particular note of this disturbing new factor in the British Empire's armed strength. One does not want to indulge in extravagant fancies in this connection, but the possibility, for example, that in any serious trouble in the Far East a diversion might be created by the

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appearance of 30,000 Australians on the scene, a third of them cavalry or mounted infantry of the very best possible type, is not to be lightly regarded. As for home defence—Australian home defence, of course, we mean—it would be a bold foreign Power that attempted a raid on a remote continent which had for some years been taking its military responsibilities so seriously as Australia will by that time be doing, for no attacking force could exactly foresee the sort of greeting which it would receive, except that it might be sure the greeting in question would be truly warm. Apart from a useful nucleus of garrison troops, the reserve of military strength for defensive purposes would be incalculably strong, and even a raiding Naval squadron might find it had stirred up a veritable hornets' nest in its endeavour to "hold up" some apparently defenceless Antipodean port.

We have great pleasure in drawing the attention of the readers of these notes to the newly-published "History of the Queen's Own Rifles of Canada," by Captain Ernest J. Chambers, who is already favourably known as the author of the Histories of the 1st Prince of Wales's Regiment, the 3rd (Montreal) Field Battery, etc. The book is published by Messrs. E. L. Ruddy, of 60, Victoria Street, Toronto, and is dedicated by permission to Lord Roberts, who is honorary colonel of the Queen's Own Rifles of Canada, and whose coloured portrait forms a suitable frontispiece to the volume. Captain Chambers appears to have done his work admirably, and to have produced not only a handsome record which will be most acceptable to the members past and present of the corps in question, but which also has a distinct historical value. The Militia in Canada is an institution of very respectable antiquity, for there has never ceased to be some sort of Militia in that country since 1649, when the first French company was organised in order to repel an Iroquois raid. Captain Chambers deals sympathetically with these early developments, as well as with the Upper Canada Militia of 1812, the Militia of the Rebellion of 1837, and the Volunteer Rifle Companies of "Fifty-six." The later history of the Canadian Militia appears to date from 1859, when the existing nine Volunteer Rifle Companies in the city of Montreal were constituted into a battalion which afterwards became the 1st Prince of Wales's Rifles, and subsequently, by amalgamation with another corps, the 1st Prince of Wales's Fusiliers. In the following year was formed the 2nd Battalion Volunteer Militia Rifles of Canada, which is now the Queen's Own Rifles, and which first came into prominence in connection with the "Trent affair." The subsequent performances of the corps in connection with the Fenian rising of 1866 and the North-West Rebellion of 1885 are carefully sketched by Captain Chambers, who also gives due prominence to the work of the corps in South Africa, and devotes a separate chapter to its appearance before the Duke and Duchess of Cornwall and York during their visit to Canada. It is difficult in the limits of a single paragraph to do full justice to this excellent publication, which is capitally illustrated and otherwise most worthily produced, but we shall hope to make further incidental references in future instalments of these notes.

What we have repeatedly said as to the improved intercourse between the Colonies which is likely to arise from the war has received yet another prospective illustration in Sir Wilfrid Laurier's invitation to Mr. Barton, the Commonwealth Premier, to visit Canada after the Coronation. With Mr. Seddon making an important tour in South Africa, and Mr. Barton receiving what we may be sure will be an almost tumultuous reception in Canada, the ties between the Colonies concerned will indeed be closely drawn. Nothing but good can come of such visits, more especially in such intimate association with the attendance of those who make them at the Coronation ceremony. Not only will the idea of Empire be broadened, but from the resulting attrition of ideas it is quite possible that administrative improvements may arise, such as may prove of real and lasting benefit to the Colonies concerned. What may be one Colony's meat may be another's poison, and it does not by any means follow that one system of Government, or even of Parliamentary representation, would suit all Colonies alike. But the observations in this connection will be made by men of wide experience and proved sagacity, and we may be very sure that such lessons as each carries away, both from the Mother Country and from sister Colonies, will be such as will either be usefully put into practice or discreetly set aside as inapplicable to purely local requirements.

A LATTER-DAY REBEL COMMANDO.

Photo. Copyright. *"Navy & Army."*

COMMANDANT FOUCHE'S FOLLOWING OF DESPERADOES.

The interesting photograph here reproduced was only taken two months ago, so it shows admirably the class of man now fighting against us in Cape Colony. Fouché, who is distinguished from his band of ruffians by a higher caste of countenance, and by the circumstance that he alone is without a bandolier, has been the rebel commander most successful in evading our columns. He is still at large in the Aliwal district.

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A POLYLOGUE.

By THE PADRE.

(*Man-of-war's boat, lent by H.M.S. "Imbecility," for lobster-spearing expedition, in special honour of Miss Queenly, from Montreal. Dark evening in September. North-West Arm, Halifax, Nova Scotia. Rendezvous at Point Pleasant, where Arm and Harbour meet.*)

———

LIEUTENANT FRISK, R.N. (*leader of the expedition*): Now, then, are we all ready? Grubber and Hopper, you take charge of the torches. Coxswain, be very careful to keep just clear of the rocks, and the men will let the boat move slowly, without any noise or splashing. Oh, and be ready to keep her steady when I give the word. Now, ladies and gentlemen, all aboard! Mrs. Cheeker, you're our chaperone, and will sit in the stern, Miss Queenly on your right, Miss Gushington on your——

MISS GUSHINGTON: Oh! are you sure there's no danger? It's so dark and dreadful! Won't there be a moon, or stars, or anything?

LIEUTENANT FUNNIMAN, R.N.: Order passed for moon. Serve out moon instantly, Frisk, do you hear?

MAJOR CHEEKER (*of the Royal Spankers*): Not entered on ship's stores, I expect. You will have plenty of light from the torches, Miss Gushington.

LIEUT. FRISK (*impatiently*): Hurry up, please! Miss Hake, I think you'd better not sit next Mr. Grubber. I can't have any talking or row when we're over the lobsters.

MISS HAKE (*a seventeen year old Nova Scotian lassie*): Oh, Mr. Frisk! how rude you are. I'm sure I don't want to sit next Mr. Grubber, or anyone. (*Plants herself down on the first thing resembling a seat which she can find. It happens to be a hamper. Crash of glass follows. She starts up with a scream, echoed by Miss Gushington.*)

LIEUT. FRISK: Oh, d—confound it! There goes the wine! Show a light, coxswain.

(*Coxswain strikes a match on leg of his trousers, and makes hurried investigation*): All right, sir. Only a tumbler. Best sit down here, miss.

MISS H.: Oh! please hold the light for a moment till I see if my frock——

LIEUT. FRISK (*brutally*): Oh, your frock's all right! Hamper-lid between you and glass.

LIEUT. FUNNIMAN (*aside to Major Checker*): Frisk won't be hampered by any stern realities of the case.

LIEUT. FRISK: Now, are we all aboard? Shove off!

MISS G.: And, oh, do be careful, please!

(*Rowing across the Arm. All conversation sotto voce, in deference to Mr. Frisk's orders.*)

MR. GRUBBER (*who has got next to her, after all*): Now mind, Miss Hake, you're my muffin for the whole show. I'll see after you like a Dulcinea.

MISS HAKE (*contemptuously*): I suppose you mean "duenna." No, thank you! What cheek you midshipmen have!

MR. G.: Not half as pretty as yours.

MISS H.: And it's all nonsense about "muffins." There are no such things in Nova Scotia. Go and ask Miss Queenly. Perhaps they have them in Montreal.

MR. HOPPER (*on her other side*): L-look here, Miss Hake, you be-be-long to me to-night! J-just let me cukker-catch you flirting with any other fuf-fer-fellow!

MISS H. (*witheringly*): Get out and sit with you alone on a rock, I suppose! Not I! I've come out to flirt with the lobsters, and not with "middies."

MR. H. (*incoherently angry*): I know the s-s-sort of lul-lul-lobsters you like to flirt with—r-r-red-coated pup-pup-pipe-clayed duffers from the bub-bub-barracks!

THE REVEREND MR. MAWKER (*Chaplain, R.N.*): How weirdly beautiful the effect of those dark, shadowy banks, and the dim uncertainties of this lovely Arm!

MISS QUEENLY (*who is not going to waste her time on parsons, and despises Halifax*): They evidently look their best when it's too dark to see them. It is the same with a good many people one meets.

MISS G. (*who adores the Chaplain*): Oh, I quite agree with you, Mr. Mawker. The Arm is just heavenly!

MR. G. (*to Miss Hake*): Rum idea of heaven—lobster-spearing with a boatload of folks in the dark!

MISS H.: I've got my own notion of heaven—a place where there are plenty of prize chocolates and no black-beetles!

Fortunately, Mr. Mawker does not hear.

(*Lobster ground on eastern side of Arm. Wooded bank overhead. Rocky shore. Boat bumps once or twice, with obligato accompaniment of shrill screams from Miss Gushington and objurgations from Lieutenant Frisk. Torches lighted, showing masses of seaweed below, with intermediate spaces in which lobsters are expected to be seen. The ladies on shoreside simultaneously crane their necks and bodies over the gunwale. Boat heels over. Chorus of shrieks, orders, and Mr. Frisk's voice above the din*): Silence fore and aft! Keep your places, ladies! There won't be a lobster in the Arm if we make this row! Now, Miss Queenly, will you take a spear?

MISS QUEENLY (*dressed as for an evening party with dainty laced skirts*): What am I to do to the horrid things?

LIEUTENANT FUNNIMAN: You must whistle to them, first of all, you know.

LIEUTENANT FRISK: Shut up, Funniman! The spear has two curved arms, you see, Miss Queenly—hold the torch more this way, Grubber!—and you press them down, gently but firmly, over the lobster's back, and they close round it, and you draw the animal up, and we'll take it off for you. Mr. Grubber will hold your torch. Now, Mrs. Cheeker, you take the other spear. There's no use in more than two persons trying at once.

MRS. CHEEKER: Thanks, no! Can't chaperone and spear together. Try my sister Lucy.

LIEUT. FRISK (*inwardly rejoicing, but dissembling*): This is insubordination. I am boss, if you're chaperone. Well, then, Miss Filly, if you will allow me——

MISS GUSHINGTON (*before Miss Filly can answer*): Oh, do give me the spear, Mr. Frisk! I'm just dying to catch a lobster!

LIEUT. FUNNIMAN: And the lobster will just die if you do.

MISS FILLY: Yes, let Miss Gushington try. I had rather watch how it's done.

(*Mr. Frisk hands over the spear sulkily. Miss Gushington seizes it. Sport commences.*)

MISS GUSHINGTON: Oh, I see a dear little fish! (*Makes a frantic lunge with the spear, and nearly falls overboard.*) Oh, catch it, somebody!

LIEUTENANT FUNNIMAN: Put some salt on its tail, Miss Gushington.

MISS QUEENLY: If only you would be kind enough not to splash so horribly! My dress is getting quite wet! And is smoke necessary for lobster-spearing, Mr. Frisk? I'm half stifled with that nasty-smelling oil-lamp.

(*The torch, be it explained for the benefit of those who have never lobster-speared, consists of a lighted wick in a can of paraffin oil, which swings between the two prongs of a—so to speak—hayfork.*)

LIEUTENANT FRISK: Mind what you're after, Grubber! You're holding the thing right underneath the young lady's face!

MR. GRUBBER (*wild at seeing Mr. Hopper flirting desperately with Miss Hake*): Beg pardon, I'm sure! (*Jerks the torch back, so that Miss Queenly can only see the black surface of the water.*)

MAJOR CHEEKER (*to Lieutenant Funniman*): You are fond of the comic. Look at the unwilling middy pretending to help that over-dressed girl to make a bigger fool of herself than she feels already!

LIEUT. FUNNIMAN: It's torture to have to torch her, eh?

MAJOR C.: Great Scott! And I'm out with this joker for the whole evening!

(*Baby lobster, proud of being allowed out by himself, crawls out of the seaweed. Spotted by Bluejacket, who ejaculates: "Here's one of 'em, miss!" Each of the two ladies makes a violent dig at it, neither of them allowing in the least for refraction of spear-handle caused by the water, and "each miss misses," as Mr. Funniman puts it. The splashing is tremendous, and Miss Queenly comes in for a liberal shower-bath. Baby lobster promptly goes to cover again. General chorus of "Oh, dear, what a pity!"*)

MISS QUEENLY: Will somebody please take this foolish stick? I've had all I want of lobster-spearing. I'm sure it's only fit for mermaids and washerwomen! (*Goes to the stern, and sits down with ruined dress and temper.*)

(*Spears handed over by general feminine consent to the gentlemen. Even Miss Gushington submissively assents. Soothing effect of cake, sandwiches, and champagne tried on Miss Queenly, with disappointing result; but the other ladies partake, and are cheerful. Male hands and skill prove successful. Major Checker, Lieutenant Funniman, and the two middies each lands his lobster in triumph. General tendency of the spearers to revile each other, their torch-bearers, and the Bluejackets, for their own occasional inability to capture any particular lobster.*

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"Beastly hard luck!" "Why can't the boat be put more to starboard?" "Hard-a-port, you lubbers!" "Confound it! Do hold that (adjectived) torch more this way!" "Keep that stinking lamp out of my eyes, will you?" "There, you've gone and made me miss another fellow with your rotted carelessness!" The Reverend Mr. Mawker lends additional liveliness to the scene by prodding hard and continuously at a victim already struggling between the prongs of Mr. Hopper's spear. Edifying altercation ensues, with much stuttering from the Middy. Final result, body of lobster brought up, clawless and much mangled. Mr. Frisk meanwhile has resigned the post of director-general in disgust, and consoles himself by the side of Miss Filly. Miss Queenly, in still deeper disgust, sits—a female Marius—amidst the ruins of her skirts and dignity. Drizzling rain comes on. Torches hiss and sputter. With the flickering and dying of the lights comes gloom unspeakable.)

MRS. CHEEKER: When you good folks have quite done quarrelling and splashing, perhaps you'll land us, before we're completely drenched! Miss Queenly, if you can tear yourself away from the delights of lobster-spearing, we'll——

(But Miss Queenly's eyes flash such baleful gleams that the remaining torchlight is utterly dimmed, and Mrs. Cheeker does not finish her sentence.)

•

(A quiet tête-à-tête in the darkness, as the boat is being rowed back).

LIEUTENANT FUNNIMAN (*with an eye to the main chance, having heard that Miss Queenly has a jackpot of dollars falling to her share*): 'Pon my word, I'm in real earnest! These fellows think I'm always wearing "the cap and bells"; but if you can put up with a poor Naval lieutenant, who has been devoted to you ever since you came to this out-of-the-way hole—(*this is not Mr. Funniman's real opinion of Halifax, but it touches a sympathetic spot in Miss Queenly's soul*)—I'll be the happiest dog in the Service; and if you can't, I'll—I'll never attempt to make a joke again!

MISS QUEENLY (*glad to have made at least one conquest, if only one, this miserable evening*): Oh, but, Mr. Funniman, I'm sure I don't know what to say—in a boat, and all wet and nasty!—but if I thought you were really in earnest——

LIEUT. FUNNIMAN: Let me swear——

MISS Q.: No, let me speak! If I thought that—— Oh, good gracious! there's something at my ankles! (*Kicks*) Oh! oh! oh! It is biting my leg! Oh, take it off! Help! It's one of these horrid lobsters! Oh, I shall die! O-o-o-o-oh!

Scene left to imagination. It *is* a lobster, never placed, like its captured brethren, in the barrel. Love-making ends for the evening—alas! so far as Lieutenant Funniman is concerned, for all time. Miss Queenly goes back next day to Montreal, wounded in limb, and full of hatred in heart for Halifax and all its denizens. Mr. Funniman is still a bachelor. The Queenly dollars never can be his; and he always, and solemnly, curses lobster-spearing!

NOTES & QUERIES AFLOAT & ASHORE.

"H. K."—You are wrong in thinking that no illustration of the 11th Hussars has appeared in the pages of the NAVY AND ARMY ILLUSTRATED. In the issue of January 22, 1897, there were two pictures of the regiment, and in the issue of May 21, 1898, there was a capital picture of Quartermaster-Sergeant Knowlden, late of the regiment. The 11th (Prince Albert's Own) Hussars have been over two years stationed in Egypt, whither they went from India, and so have not had the good fortune to have seen service in South Africa. The regiment was raised in Essex in 1715 by Brigadier-General Honeywood, under a warrant dated July 22, 1715. It was, like other Hussar regiments, a Dragoon regiment to begin with. It had the honour of furnishing the escort to the Prince Consort on his journey to London to be married to Queen Victoria. The Prince became colonel of the regiment, and it was, in consequence, directed to be formed into a Hussar regiment, with the title of "Prince Albert's Own." At the same time the uniform was changed, and the blue Hussar dress with trousers and shabracque of crimson was adopted. The 11th Hussars are the only British regiment with crimson trousers, hence their name "Cherry Pickers." The regiment bears on its colours "Egypt" (with the Sphinx), "Salamanca," "Peninsula," "Waterloo," "Bhurtpore," "Alma," "Balaclava," "Inkerman," and "Sebastopol." It went to India in 1890, and was stationed there until it was ordered to Egypt.

* * * *

"CHINGFORD."—Sanction has just been given to the Essex Regiment, the old 44th, to bear the Eagle badge on the regimental colour, and as a further concession the officers of the regiment are to be allowed to wear the badge on their mess jackets. The adoption of the badge in lieu of the present one on other articles of uniform is not to be permitted. The badges of the regiment are as follows: On the buttons, within an oak wreath, the County of Essex arms with the Sphinx over Egypt above, and the castle and key below; on the collars, the arms of the County of Essex; on the helmet plates an oak wreath is substituted for the universal wreath, in the black velvet centre of which is the castle and key with the Sphinx over Egypt above, and a scroll inscribed "Montis Insignia Calpe" below; on the waist plates the oak leaf wreath surrounds a circle, bearing the name of the regiment, surmounted by a crown; within the circle are the county arms, above which is the Sphinx, and below the castle and key. The Eagle will be much valued by the battalion, because it commemorates the fact that the "Little Fighting Fours," as the battalion used to be called, from the small stature of its men, captured a French Eagle at the battle of Salamanca. Its services in Gibraltar won the badge of the castle and key, and its work in Egypt in 1801 was rewarded by the Sphinx badge.

* * * *

J. MCN. HALL.—The question as to which is the older regiment, the Rifle Brigade or the King's Royal Rifles, has been constantly discussed. The King's Royal Rifles, being numbered as the 60th, would seem to take precedence of the Rifle Brigade, which was formerly the 95th. But then it is argued, with some justice, that the 60th was raised for service in America, and was recruited mainly among foreigners. The old law forbade the quartering of foreign troops within the limits of the realm, and although various battalions of the Royal American Regiment (afterwards the 60th) had been seen in English garrisons, it was only on sufferance, when first raised or while *en route* to some foreign station. Even then the Channel Islands were, if possible, chosen for the station. Indeed, in the early days of its career, the battalion was, to all intents and purposes, a Colonial corps, and it continued to be so until 1824, when it was placed on the same footing as other Line regiments in regard to the enlistment of foreigners, and the title Royal American Regiment was dropped. Hence the claim of the Rifle Brigade, or old 95th, to be called the premier British or native born body of riflemen in the Regular Army is based on good foundations. Moreover, when the raising of the regiment was first mooted in 1799, the officers who had urged the formation of such a corps emphasised "the importance of having a regiment in the British Army armed with a rifle arm," showing thereby that the battalion was not then considered as in the British Army.

"COLDSTREAM."—The Nulli Secundus Club was founded in March, 1783, by five officers of the Coldstream Guards, the object being: "That the club should dine together once a month till the King's birthday (June 4), then adjourn till about the Queen's birthday (January), and from that day dine together monthly till the King's birthday, and then adjourn until next year." The price of the dinner, to be held at a tavern, was fixed at 5s. per head, and subsequently increased to 7s. 6d., to be on the table at 5 p.m., and the bill to be brought up at 9 p.m. The number of members was limited to fourteen, and in 1807 a club uniform was established, consisting of dark blue coat with velvet collar, engraved silver buttons, white kerseymere waistcoat, and black breeches; black trousers or pantaloons being allowed as alternatives in 1828. Members "entering the holy state of matrimony" had to stand a dinner to their less susceptible comrades, and were transferred to an honorary list, which, however, did not relieve them from the annual subscription. Absentees, unless on duty or leave, were fined one guinea. After an inspection of the Coldstreams by William IV. in 1830, the King, besides bestowing other marks of his esteem on the regiment, invited the members of the club to dinner, and announced that he would do so annually in future. The club dwindled between 1817 and 1825, only eleven meetings being held during that period, but was revived and reorganised in 1828. The centenary dinner was held at the "Albion" in 1853.

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J. STENSON.—All you say about the gutter Press of Paris is quite true, but you must not judge Frenchmen by these abominable publications. The Frenchman, especially the French soldier, is capable of the most chivalrous feelings. It ought never to be forgotten by the British nation that Marshal Soult erected a monument over the grave of Sir John Moore at Corunna. Again, the old 86th Regiment erected a handsome monument near St. Denis, in the Island of Bourbon, where Lieutenant John Graham Munro of that regiment fell, with the following inscription: "Lieutenant John Graham Munro fell near this spot, on the 8th of July, 1810, while charging the enemy at the head of His Britannic Majesty's Eighty-Sixth Grenadiers. The officers of the regiment have erected this monument as a mark of their respect for his memory." The monument, some years afterwards, suffered severely during a hurricane, and the French officers stationed on the island showed their high sense of chivalry by having it put into a thorough state of repair at their own expense. Voltaire tells a good story of the politeness of his countrymen to an enemy. At Fontenoy the English Guards were within fifty paces of the French and Swiss Guards. The English officers saluted, and the French returned the compliment. Lord Charles Hay, commanding the English Guards, cried out, "Gentlemen of the French Guard, give fire." The Count d'Antroche, a lieutenant of the French Guards, answered, "Gentlemen, we never fire first; fire you first." The captain of the English Guards then ordered his men to fire, and the consequence was that nineteen officers of the French Guards and eleven of the Swiss were wounded by the first volley.

* * * *

"RUNNING THE GAUNTLET."—A detailed description of this mode of punishment is given in the sentence of a court-martial held on two soldiers convicted of deer stealing in 1649: "That they be stript naked from the waist upwards, and a lane to be made by half of the Lord General's regiment of foot, and half of Colonel Pride's regiment, with every soldier a cudgel in his hand, and they to run through them in this posture, every soldier having a stroke at their naked backs and breasts, arms, or where it shall light, and after they have run the gantelop in this manner they are to be cashiered the regiment." In the following year a soldier of Okey's Regiment was sentenced to be bored through the tongue with a hot iron, and to run the "gantelop" through four companies for uttering blasphemous words, "he being at that time in a ranting humour with drinking too much." The practice was also in use, *mutatis mutandis*, in the Navy, usually as a punishment for felony. The word has been derived from *lope*, to leap, and hence from the Greek *elephos*, a deer.

THE EDITOR.

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BRITISH LIFE-BOATS.

Their Service and Stations.

A DERELICT OF THE SEA.

By C. H. TEMPLE.

THE breeze of the ocean is in our blood. Therefore it is not to be wondered at that anything savouring of the sea and its service appeals to the average Briton with irresistible force. Especially is this true when such service contains more than the usual element of danger. Whatever our shortcomings may be as a people, we are sportsmen, and we can admire and applaud the chivalry of those who at all times are ready to risk life and limb in rescuing those who are in peril on the sea. Lifeboat service and lifeboatmen have ever appealed to the generous instincts of our race. We remember that theirs is no fair-weather task. When the nights are darkest, when the elements are wildest, when Boreas and Neptune are in their maddest moods, then the lifeboat and her crew are as the angels of heaven to the hapless mariner. And when some particularly pitiable wreck occurs off our coasts, compelling our emotion, the thought-wish of innumerable hearts is, "Oh! if the lifeboat had only been there!"

Fortunately, or unfortunately, our pulses are quickened, and our sympathies are awakened, only occasionally by some tale of disaster; but we should always remember that the turbulent seas of our treacherous coasts are constantly taking heavy toll of toilers and travellers. The people of a maritime nation like Great Britain will especially appreciate the fact that the number of casualties on, or near, the coasts of the United Kingdom exceeds the huge total of 150,000 during the last fifty years. And, further, the number of lives lost through shipwreck amounts to the terrible total of over 30,000. This is a sad and dark picture, but a ray of light is furnished by the fact that our lifeboats have saved over this period no less than 33,000 lives, approximately. Yes; we are proud of our lifeboat people when we come to think of their self-denying but successful work. And we are quite sure that the series of articles which we intend publishing on the different stations of the Royal National Lifeboat Institution, illustrated, as they will be, by entirely unique photographs, specially taken, will prove exceedingly interesting to our readers.

Visitors to the South Coast watering-place, Worthing, have perhaps noticed, just west of the pier and off the parade, the pretty but unpretentious lifeboat-house. In normal times there is an air of quietude and peace about the place; everything is in order. All necessary appliances are placed in readiness for emergencies, and the general cleanliness and smartness prevalent suggest Naval jurisdiction. This, however, is not all the tale. When the sea is lapped in sunshine one is apt to overlook the necessity for lifeboat

Photo. Copyright. *Fry, Brighton.*

THE BOAT HORSED AS WHEN PROCEEDING TO THE WRECK OF THE S.S. "INDIANA."

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service. But although the coast hereabouts is not so dangerous as in other parts, it is only too true that the necessity for such service has arisen. Since the station was formed the Worthing boat has been the means of salving twelve wrecks and of saving forty-seven lives. There have been three boats connected with the station, the first, called the "Jane," making her highly-successful *début* on December 27, 1868, by saving the brigantine "Hitena" and six lives. "Henry Harris," the second boat, was launched in 1887, and formed the most conspicuous object in a town celebration in honour of Queen Victoria's Jubilee. Worthing folk still cherish the memory of this interesting event. The latest boat has yet to make her initial voyage in life-saving labour. She was publicly christened on August 7 of last year by Mrs. Birt-Davies-Coleman, who presented her, together with a generous endowment fund, in memory of her deceased husband. The "Richard Coleman" is one of the largest self-righting boats of the latest type, 35-ft. long, 8½-ft. wide, and rowing ten oars double-banked. And she represents the combined qualities of all that is best in modern lifeboat architecture. Should the need ever arise, she will manifest her usefulness, without doubt.

Photo. Copyright. *Fry, Brighton.*

THE COXSWAIN AND SECOND COXSWAIN.

W. Blann (2nd coxswain). *H. Marshall (1st coxswain).*

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THE BOAT AND HER CREW.

Reading from left to right the names are: G. Benn, S. Wingfield, F. Collier, G. Belton, J. Street, M. Marshall, W. Curvin, F. Marshall, A. Mashall, T. Wingfield, H. Marshall (coxswain), and W. Blann (2nd coxswain).

Photos. Copyright. *Fry, Brighton.*

THE BOAT RETURNING FROM THE WRECK OF THE S.S. "INDIANA," MARCH, 1901.

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The Worthing coxswain is a worthy representative of British lifeboat stalwarts, and has been associated with the boat from the beginning, having served as volunteer, as second coxswain for six years, and as chief coxswain for the last four years. Seated upon the boat in which he takes an inexhaustible pride, I asked him to tell me of his worst experiences. With becoming modesty he disclaimed all idea of heroism, but his story is well worth repeating. "On November 11, 1891," he said, "we were called out by signals of distress from a schooner lying helpless about a mile from the shore. The wind was blowing a hurricane, so much so that the boat was blown out of her carriage as we hurried to the launch. However, after great trouble we got off, and succeeded in reaching the wreck and saving the seven lives on board. Hardly had we returned when we were summoned again, this time to a barque three miles off. The wind had increased, and our task was a dangerous one. Reaching our objective, we cast anchor, but it would not hold, and we were swept helplessly by. Wearing round again, by good luck we managed to lay hold of a buoy which was thrown to us, and after very great difficulty took on board all the crew—another seven lives. We had been at it all day, but would have gone out again had we known. For next day we learned that there had been a wreck at Aldrington, further up the coast, in which all hands were lost. The gale had destroyed both telephone and telegraph wires, and unfortunately no message could be got through to us. Yes, it's hard and dangerous work sometimes, but we never mind so long as we can do good. And I'm thankful to say that in all our history as a station we have never had a casualty on the water, and I hope we never shall." A wish which we heartily echo.

Photo. Copyright. *Fry, Brighton.*

THE LOCAL COMMITTEE.

Reading from left to right the names are—Back row: W. H. B. Fletcher, A. H. Collet, G. Piggott, F. Parish, A. B. Dixon, and T. Lester. Front row: Lieut Keppel H. Foote, R.N. (district inspector), H. Hargood (chairman), J. Roberts (hon. sec.), and A. A. Ralli.

It is interesting to note that the Worthing men are immensely proud of their fine team of seven horses which pull the carriage and boat to the place of launching. They are fine animals, and have been so perfectly trained that they will face any sea in any weather without flinching, even though the waves break right over them. This is of paramount importance and help to the crew in wild weather.

All details connected with the Worthing boat are superintended by a local committee, presided over by Mr. H. Hargood, the chairman, who has taken the greatest interest in the station almost from its foundation, and assisted by Mr. J. Roberts, the energetic secretary. It is worth recording that this volunteer committee, in addition to paying the expenses of the station, usually send a handsome donation to the funds of the parent society.

QUICK-FIRING GUNS FOR THE SWISS ARMY.

THE Swiss authorities have always been very eager to equip the Federal Militia with excellent modern arms. Swiss troops were the first on the Continent to be armed with magazine rifles as well as with Maxim guns. No wonder that great exertions also have been made to find out the best system of quick-firing guns for the Field Artillery. The technical commission specially appointed for this purpose began their studies years ago, and made numerous practical tests with various systems and constructions but it was not before the end of 1900 that the commission came to a conclusion and unanimously recommended the Krupp spring spade gun, whereupon the Federal Council (Bundesrath) proposed to accept it.

Though the Federal Assembly (Bundesversammlung) approved of the very good work done by the commission, it ordered further trials to be made with barrel recoil guns. The Assembly would not yet take the responsibility of a deciding step, because new guns meanwhile were offered, and the public opinion had become rather confused and irritated by the very noisy and unscrupulous propaganda, made in the Press and elsewhere, for the Ehrhard (of Dusseldorf) barrel recoil gun, which is, by the way, the frequently-discussed weapon Mr. Brodrick imported to England at the end of 1900.

Now the comparative tests with barrel recoil guns took place in November last at the trial grounds of Thun between the following constructions: Schneider-Canet (Le Creusot) with two guns, Cockerill (Seraing) with a Nordenfelt gun, Skoda (Pilsen), Ehrhard (Dusseldorf), and Krupp (Essen). As to the results, it is announced in the Swiss newspaper *Der Bund* of December 20, 1901, that, in consequence of a detailed report of the commission, and upon its unanimous proposal, the Swiss Federal Council (Landeswetf) resolved on December 5: 1. That a battery of four barrel recoil guns, on their proposed system, be ordered of Krupp (Essen). 2. That the military department be authorised to arrange for the next year a five weeks' testing course for that battery, and procure the necessary ammunition for it. 3. That the military department be further enabled to provide ammunition waggons, one or two (caissons), to which all hitherto proved alterations shall be supplied.

This resolution followed upon the assumption that the Credit demanded by the Federal Assembly in the estimates of 1902 for the continuance of the tests will be granted. This, meanwhile, having been done, further trials will be arranged by the military department, based upon the resolution of the Federal Council.

In these tests the Krupp barrel recoil gun will not only be proved in battery, but especially also in comparison with the Krupp spring spade gun first recommended. Not before these tests are finished will the question be decided as to whether the preference is to be given to the Krupp barrel recoil gun or the Krupp spring spade gun.

Of course, it is with the keenest general interest the results of the final phase of the long-lasting trials are expected, for which altogether will be spent the sum of rather more than 1,000,000 francs.

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PART OF THE EMPIRE STATE.

LIFE IN THE PACIFIC ISLES.

FROM A NAVAL CORRESPONDENT.

"KING" GREIG'S HOUSE.

THE last owner of Fanning Island and of Washington was a Mr. Greig ("King" Greig his friends called him), a Scotchman, whose grave now lies near the village green with those of two of his children. He left a large family by his native wife, and one son is in charge here, another at Washington. We brought this one (Mr. William Greig) the first news of the final decision of the landing here of the cable between Vancouver and Australia, and that the contract provided for its being in working order by the end of 1902. That this will bring a considerable number of dollars into the pockets of the owners of Fanning is certain enough, and that it will bring an end to their peace and quiet in one of the loveliest of Pacific islands is tolerably certain, too.

William Greig looked long and wistfully into his whisky and soda when I told him, and I'm sure there were no dollars in his mind then. "It'll be about the finish for us here," he said, sadly enough, glancing through the cabin port at his little pier and bungalow. "Well, the old man's gone, anyhow." And then I had something to say about those dollars soon to come rolling in. On Saturday afternoon, according to the usual routine of Fanning Island, some half-a-dozen outrigger canoes came sailing across the lagoon from one of the distant islets. There the men have been at work since Monday gathering cocoanuts, and now the week's "bag" floats astern of each boat. Cleverly managing his big square sail, each steersman runs his prow high up on the beach, where the women and children from the native huts are already darting into the water with many a joke and laugh to seize the floating nuts and carry them outside the long matshed on the turf. Fine burly men these, from the Gilbert Islands, and they with their wives and children are under contract to the Greigs to work here for three years. The women are mostly young and stalwart, too, their dress a long loose gown of bright colour, and not quite devoid of decoration, worn as a tribute to civilisation over the waist-mat, which they generally consider sufficient garniture.

The nuts are soon stacked, to be broken later by the men, and then the interior (the copra) sliced and dried in the sun by the women and children, and stored under cover ready for shipment to the coast. And, admiring it all, in white straw hat and flannel shirt, his white trousers tucked up over his knees, his pipe in his mouth, and no lack of encouraging remarks upon his lips, reclines the "Handy man." His work is over for the day, he is evidently in an admiring mood, and small blame to him. There is, perhaps, a touch of hauteur in his manner, for he has had what he considers superfluous orders, that his admiration must only be shown from a discreet distance. Precautions, you see, are necessary. Gilbert Islanders are very prone to jealousy, and Jack, as everyone knows, is a hearty lover. With the withdrawal of the women his pipe is returned to the lining of his hat. A prolonged bathe and a catch of fish in the seine, and then his superfluous energy prompts him to football. Nothing could please the natives better. What madness had seized the crowd of running, leaping white men? It was long before their amazement allowed them to find tongue to answer the cries of the Bluejackets; but, when it came, how the sonorous shouts of the men and the clear pealing laugh of the women rang out! A Bluejacket was tripped, and fell; every native roared with laughter. Two Bluejackets collided, rolling over and over the ball; every native yelled shouts of derision. Squatted around in little groups on their haunches, it needed but the feeblest of scrimmages to double up each native in an ecstasy of mirth.

I watched one slim damsel clothed in gown of lightest blue, and perched somewhat aloft on the edge of a stone-girt well. Others of her sex had lately been there, but had crept further afield, and now she alone, unwitting of her solitude, crouched motionless watching the extraordinary scene. Was it a tribal war? Many a tale of that had she heard. And as she watched, her bosom rose and fell quickly, her long slender fingers grasped the rounded stones at her side, and her lips, full and red, closed tightly. War! Ah, how the savage within her leapt at the thought, craved for a sight of war. But this (though surely there were blows that hurt), this was only a dance—a white man's dance. And what white skins they had! Ah! ought she to look?

The laughter of the Blues rang out; and soon her black eyes flashed, a rich red glowed through the dusky brown of her cheeks, her hands (snatched back from the stones) fell to gripping her rounded hips, her shoulders bent forward, and shook and swayed suddenly and uncontrollably. As suddenly her full lips parted, and the rows of glistening perfect teeth broke through, her head fell forward upon her heaving breast, and a black avalanche of hair enveloped her from crown to ankle as peal after peal of clearest ringing laughter showed that one at all events of the savage maidens was amused, and was showing it.

"Maika," I whispered from behind the well—I had somehow caught her name. "Maika." A suppressed shriek, a bound, and with her face still hidden in her flowing hair, her blue gown quite forgetful of her brown knees, she was gone. Nor did she come within a white man's ken again that day.

The next time I saw Maika was at closer quarters. One night, the last but one of our visit, Mr. Greig, with the aid of a few of his natives (and who so deft with flower and leaf as a Pacific Islander?), had decorated and lighted his verandah, and we listened to a missionary sing-song, or hymn. We sat in chairs close against the rails of the verandah, and

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A GROUP OF GILBERT ISLANDERS

On board the "Icarus."

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the natives of all sorts, clad in their finest gowns and clothes, squatted in rows on the floor before us. First the tiny ones, of shrill voice but musical soul; then their older sisters in front of a long row of full-grown dames; grouped at the back, and filing away down passages out of sight, row upon row of deep-chested men. To the left three elders leant their backs against the wall, their presence a guarantee that the performance was correct, for the songs to be sung were to be such as the missionaries taught, the movements (for motion seems essential to the native songs) such as the missionaries allowed, and free from any suggestion of impropriety. To the right sat the headman and his wife, both joining in the choruses. The headman also gave us a sample of the old style of war song and dance, a quaint sort of drone rarely rising to excitement, and with certainly none of the "go" of the mission songs about it.

How these islanders love to sing! Later on, at Tahiti, we saw how they love to dance also. Time is forgotten, weariness is forgotten, if only they may sing or dance until they can sing or dance no longer.

Listen to their wonderful concert. A leading note ringing out in clear melodious voice, then quickly from all around a volume of sound bursting in perfect harmony, rising and falling in swift shifting cadence from weird man's shout to quaint woman's murmur, but every note in place, not a tone that fails to please. No blending of human voices can appeal to one quite like the chorus of these true lovers of song. And for time! Did not each lithe squatting figure, each eye, each limb, keep the most perfect time? Now each head darts from side to side until eyes only, black piercing eyes, seem to shine through the mass of waving black hair. Anon, in answer to the swelling music, each body from hip to shoulder lunges left and right, each arm is in turn outstretched, there is a whirl of arms overhead, a sounding rap on the ground from naked hands and feet, and then, suddenly, one long-drawn note, a sigh, and silence. Far into the night we listened, and still our wonder grew, for these were no professional singers, but merely a few score of Gilbert Islanders picked up and sent here at random.

It was then suddenly that I renewed my acquaintance with Maika. The chorus was for the time being still, when two plump little dusky arms slipped lightly past my cheeks, just lit for a moment on my shoulders, and then, drawing swiftly back, left me wreathed and garlanded with sweet-smelling leaf and blossom.

The chorus remained still, expectant, Maika a dusky shadow in the background, but just within my reach. Should it be a kiss for thanks, or a coin? I hope I did right.

On January 14 we bade a sad farewell to Fanning, and steamed to Christmas Island, 160 miles away, one of Cook's earliest discoveries in the "Resolution" in 1777.

Copra drying is the staple industry of many of the Pacific Islands. The copra is merely the dried kernel of the cocoanut yielding cocoanut oil, and, judging by the enormous amount exported must be the means of enriching many an English trader in the Pacific. Fanning Island is not one of the Gilbert group, although situated near to them in the North Pacific Ocean, lat. 3-deg. 53-min. N., long. 158-deg. 23-min. W.

THE LANDING-PLACE.

Entrance to English Harbour, Fanning Island.

"Navy & Army."

Photos. Copyright.

A FANNING ISLAND INDUSTRY.

Drying copra in the sun.

It is situated in the Central Polynesian Sporades, one of its nearest neighbours being Christmas Island. Both islands acknowledge British sovereignty.

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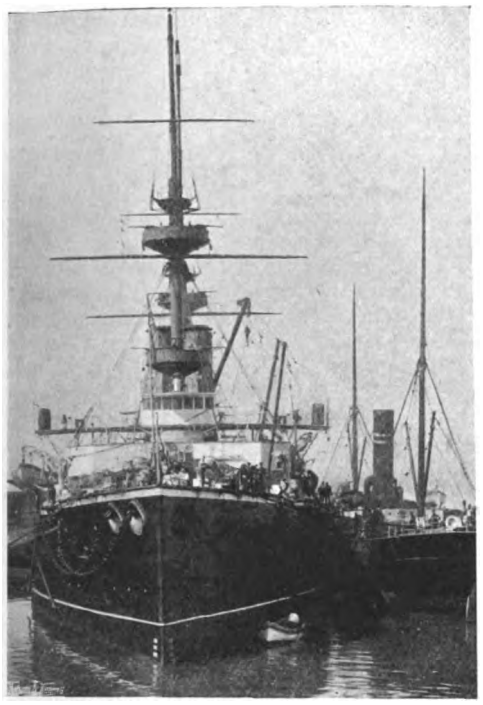

THE "PRINCE GEORGE."

AFTER COALING SHIP: A GROUP OF OFFICERS.

ROUND THE WORLD.

Per Mare, Per Terram.

By UBIQUE.

THE friendly relations which exist between the Spanish nation and our own are aptly signalised on the occasion of the proclamation of King Alfonso's majority by the conferring upon him of the Order of the Garter. The young King accedes to a somewhat uneasy throne, but all Spain is looking forward to happier times under his rule, and that great nation has all our sympathy and every good hope for prosperity. The forces that might make for disorder appear to have lost their strength, or to have laid down their weapons, willing to give the present monarchy a fair chance of justifying its rule. The character of the young King has not yet been revealed, but we may well hope that it will combine something of the seriousness of his grandfather, the late Don Francis of Assisi, with the virtues of a lighter and more energetic quality. The ill-starred union of Queen Isabella and Don Francis, beginning inauspiciously, was marked in subsequent years by intrigues and disturbances which added blood-stained pages to Spanish history, and brought about a revolution, followed by a republic and the brief rule of a foreign King. The present monarchy came out of such conditions, but it has been the singular good fortune of the new King to have a wise and prudent mother, whose high personal qualities have won the esteem of all European nations, and a new page of national history appears to have been turned. During her long period of regency, the Spaniards have turned more to the arts of peace, and if King Alfonso should be possessed of true kingly qualities, there is no reason to doubt that Spain, possessed, as the country is, of great natural riches, will progress even as her best friends would wish her to do.

ON the 20th of this month the Legion of Honour will celebrate the centenary of its institution. It was established, as all the world knows, to recompense military and civic virtues, and, in the course of one hundred years, has dignified sundry personages whom posterity has dethroned. Indeed, a somewhat curious history is that of the Legion of Honour. The idea of the First Consul was that it should have sixteen cohorts upon the Roman military model, each with its headquarters, and a very considerable income. There were to have been 7 grand officers, 20 commanders, 30 officers, and 350 legionaries in each cohort, and ancient abbeys and lordly castles were indicated as the seats of its local authority. Madame de Staël ventured to criticise the new institution, and, being exiled for her temerity, the Grand Chancellor and the Council of the Order were installed in her house, the Hôtel de Salm. The organisation in cohorts disappeared, and the magnificent incomes vanished into smoke, while there were neither houses nor funds to establish the hospices which had been intended to succour the sick and necessitous legionaries. All that remains of the original plan is the honour done to those who have served well, and, with a somewhat generous disposition to approve where others might criticise, the Legion has admitted an enormous number of officials and functionaries into its fold. The very unwieldy character of the Legion renders a general celebration of the centenary somewhat difficult, but the French have a genius for organising such events, and are not likely to fail on this occasion. Dinners, balls, processions, and receptions are talked of, and a great military display rolling up the Champs Elysées to the Arc de Triomphe is mentioned in the programme.

ONE of the most interesting of the King's guests at the Coronation will be the Crown Prince of Japan, who is expected to arrive in London about June 10. Prince Yoshihito was born in 1879, and proclaimed Crown Prince ten years later. In 1900 he married Princess Sadako, who has since presented him with a son and heir, the hope of the new Japan. It is the excellent practice of our allies to send their prominent men to study the customs and character of foreign nations, and there is scarcely a Japanese statesman who has not made a progress through the world. The Crown Prince's visit to this country has, however, particular significance, being not merely that of a Coronation envoy, but one of those incidents of international courtesy which mark the progress of alliances. Among all the royal guests, none, therefore, should be more honoured than Prince Yoshihito. He is the heir to an Empire in many ways like our own—of a throne established in 606 B.C.—and his father, the Emperor Mutsohito, has done a great deal to strengthen the Imperial rule, basing it upon an enlightened conception of modern things. When the power of the Shoguns was overthrown, a revolution of policy and customs began which has brought Japan from a semi-feudal state to the high position she now holds in the affairs of the world. Difficulties were rapidly surmounted, and the enlightened rule of the Emperor has set the State of Japan upon an unmistakable ground of security. The young Prince who is to be our guest will thus accede at some future date to the Imperial power in a land whose divided interests have been welded together by sagacious government and good rule.

IT was, of course, impossible that the sudden breach of diplomatic relations between the Swiss and Italian Governments should lead to the disastrous consequences which generally follow such occurrences. Clearly it was unpardonable that an Anarchist journal in Geneva should grossly insult the Royal house of Italy, and publicly glorify the assassin of the late King Humbert. The Italian Government at once, and quite properly, took umbrage, and lodged a protest with the Federal Council, and from a confused view of the law governing such matters affairs rapidly drifted into an *impasse*. But the Swiss had no wish to justify such an outrage as was committed, and all reasonable men condemned the excesses of the Anarchist Press. Responsible statesmen were not slow to express the view that the friendly relations which had existed for centuries between two neighbouring and mutually dependent States could not be interrupted by the violent outrage of an irresponsible newspaper. There appears to have been some want of judgment on one side or the other, and the friendly advances that have been made will render it impossible for the unfortunate breach to remain open. It could not be the desire of the Italian Cabinet, however much it might resent what had occurred, to add to the heavy burdens of the country an irritating quarrel with a neighbouring State. Moreover, it has not overlooked the

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fact that Anarchists are largely exported from Italy, and that, if the attack appeared in Switzerland, it was written in the Italian tongue.

THE complex questions of national importance which arise from the creation of the Shipping Trust have greatly monopolised the attention of Englishmen during the past fortnight. It is not doubted that ships transferred, chiefly under foreign owners, to a foreign flag must lose their British registry, and, much as the provisions in regard to the reserve of merchant cruisers may be fenced about, the danger that they may be unavailable in war-time cannot be overlooked. The suddenness with which the Shipping Trust was sprung upon the people may be taken as a significant warning in other ways. It should suggest to us that the existing conditions which have dictated our policy may at any period be subject to sudden change. It is not only in regard to auxiliary cruisers that we must be on our guard; we are not unlikely, in case of war, to find hostile forces arrayed against us for which we are not prepared. There is nothing to prevent some small foreign Power from selling its Fleet to a more powerful neighbour, and the coup would be arranged without our knowledge, a circumstance which should lead to the allowance of a considerable margin of strength for safety. We have grown so much accustomed to vast controlling power in commerce, that the possibility of huge corners in necessaries of life begins to loom larger, and it is not to be denied that any hostile movements of this kind, or movements not strictly compatible with benevolent neutrality, would be a rude shock to our complacency. It is a little singular that the Germans, while in commercial agreement with the new trust, should have escaped from bondage to it, and it has yet to be explained why British interests should be threatened so seriously by it.

THE NEW DOCKS AT SIMON'S TOWN.

SIMON'S BAY and Simon's Town, the seat of an important Admiralty Establishment, are about one and a-half hours' journey from Cape Town by rail, though the distance is but 22½ miles. The first British occupation in 1795 was effected from this point under the following circumstances. At that period the Cape of Good Hope belonged to Holland, or, rather, to the Dutch East India Company, and the British Government had arranged with the first-named authorities for the occupation of the place by British troops, in order to checkmate the scheme of French aggrandisement in those regions. Accordingly, a fleet commanded by Admiral Elphinstone, with General Craig in charge of the troops on board, was despatched thither; but owing to a genuine misunderstanding, or out of sheer perversity, the Dutch East India Company's officials declined to permit our troops to land; with the result that General Craig forced a landing under cover of the fire from the fleet. In 1814 Simon's Bay was chosen as the place of outfit and refreshment for the British ships of war on the Cape station, and as a port of call for the old "John Company's" stately Indiamen during the winter season; and subsequently it became the headquarters of the Cape and West Coast Naval Squadron. Several years ago extensive dockyard accommodation, extending for nearly a mile along the shore, was erected, together with all appliances necessary for refitting and repairing the vessels on the station. A year or so ago, in view of the increasing importance of our South African possessions, it was decided to convert the place into a first-class station for the Imperial Navy, with graving docks to take any ship afloat. In November, 1900, this important project crystallised, and the firm of Sir John Jackson, Limited, obtained the contract for the construction of what is practically a new Naval port at Simon's Bay, the Parliamentary estimate of the cost of which was put at £2,500,000. These works are proceeding apace, and great progress has been made with them during the past twelve months.

Simon's Bay resembles, in miniature, Table Bay; and, like the latter, is surrounded by flat-topped cliffs, which are clothed to their summit by fine woods, mainly composed of oak trees. The bay itself is well sheltered, and affords splendid holding ground during the severest weather. The town is quaint and curious, and boasts no less than three Naval hospitals. The oldest is rather a picturesque old building, originally constructed about 1780 by the early Dutch settlers as a gaol. It has often been condemned to destruction as hopelessly out of date, but still lingers on, we believe, though a fine new hospital has recently been completed on the high ground above the town. During the early part of the war the old hospital received the wounded of the Naval Brigade which fought so gallantly at Graspan, Modder River, and Magersfontein; and school children used to run in and out between school hours to chat with the patients and take them flowers and sweets. It must be explained that owing to its healthy and bracing situation Simon's Town is a highly popular educational centre, and the site of a large Government school—a magnificent building—as well as of numerous private establishments. The Admiral's house is another quaint old building, being a solidly-built Dutch edifice dating from the end of the eighteenth century.

Simon's Town enjoys a magnificent climate, the only drawback being the south-easterly summer gales, which blow during about four months in the year; again, the suburbs and surrounding country are both healthy and pleasant. Several creeks along the shore afford excellent bathing, while so high is the temperature of the water that invalids even can indulge in a dip all the year round. There are some very fair golf links and a comfortable Naval Club. To return to its strategical aspect, extensive defensive works have been undertaken of late years, rendering the station practically impregnable from the sea. The accompanying illustrations give some idea of the progress made with the new docks by Sir John Jackson, Limited. In one picture the house in the immediate right foreground is the residence of the officer in charge of ordnance, while the "Round Tower" is the quarters of the Marine Guard stationed there for sentry duties. The above illustration is a bird's-eye view of the new docks, and in the foreground is seen the town reservoir.

BIRD'S-EYE VIEW OF THE NEW DOCKS.

From a photograph taken on the path above the new Naval Hospital.

THE ADMINISTRATIVE CENTRE.

Ordnance Officer's house and Marine Guard's Round Tower at new docks, Simon's Town.

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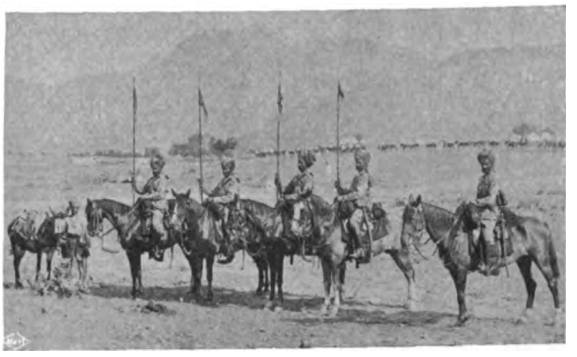
10th BENGAL LANCERS.

AN INDIAN HORSEMAN.



IN MARCHING ORDER.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

BY the time this is in print the Viceroy should have arrived in Simla, whither the members of his Council have already preceded him. Always busy, Lord Curzon has been exceptionally energetic during the past "cold weather," and the amount of work he has got through and the extent of ground he has covered are quite remarkable. Since he last left Simla he has made a memorable tour through Burma, and has visited the remote district of Manipur; he has duly sojourned for a space in Calcutta, which would have a just grievance if it did not get at any rate a fleeting glimpse of the Mulk-i-Lat Sahib (the "Lord of the Country," as the Viceroy is called, as distinct from the Commander-in-Chief, who is Jung-i-Lat or "Lord of Battles") between October and May; by a recent mail we hear of him shooting tigers in the Deccan; and at the end of last month he was visiting the Malakhand and other frontier stations. Simla should be a haven of rest after all these busy peripatetics, but it is quite possible that Lord Curzon may find the ensuing six months quite as full of strenuous occupation as those which have gone before. For there is much that requires urgent consideration, and the state of Afghanistan will necessitate constant watchfulness, and, if occasion arises, very vigorous and comprehensive action.

By some it will be regarded as a rather curious coincidence that the present moment should have been chosen by the Grand Duke Boris Vladimirovitch, the cousin of the Czar of Russia, to visit India. There have been few junctures in the history of Indian affairs for the past twenty years in which the possible attitude of Russia has been of more real significance, and, while not in the least wishing to invest the Grand Duke Boris's visit with any fanciful importance, it may be bluntly stated that there have been times when in similar circumstances such a trip would have been either discouraged or regarded with some, possibly unworthy, suspicion. We must not forget that the Russian Press, which in dealing with such matters is carefully "controlled," has recently, and in no uncertain voice, proclaimed the probability of Russian intervention in the affairs of Afghanistan, should a favourable opportunity present itself. Russian aspirations regarding the Persian Gulf are equally a matter of common knowledge, but how nearly these aspirations affect India is probably not realised by any but a comparatively small section of the home public. That in such circumstances a Russian Grand Duke, with an imposing suite, should be visiting India, and accepting the hospitality of the Native chiefs, is at least an indication that official sentiment in regard to these matters has undergone a change.

Of course it will be said that the Grand Duke Boris's stay is only an incidental one, and that, in any case, the Russians know quite as much as they require to know about India, and the hold which we have upon it. But very few who have studied Russian methods will suppose that no political significance whatever is attached to the visit of such a conspicuous Russian noble to a part of the world in which Russia has always displayed a very frank interest. Nor is it likely that among the Grand Duke's staff there is no member qualified to act as a "chiel amang 'em takin' notes," though it is quite unlikely that the notes will ever be "prented" for any but very private circulation. If the Duke of Connaught were to visit Port Arthur it is probable that a similar suggestiveness would be attached, and quite reasonably, to what, superficially, might really be the merest "trip" for purposes of sight-seeing or sport. But Russia has always improved such opportunities a great deal more than we should care to do, and in the East a Russian "scientific mission" is a little device which nowadays hoodwinks none, least of all the Indian Government.

Speaking personally, I think that, in any case, the visit of the Grand Duke Boris is well timed for us, since I can hardly recollect a time at which India presented a more impressive spectacle to the thoughtful tourist, so long, of course, as he does not happen to be a Member of Parliament with exaggerated ideas of his own perspicacity and ability to alter, by his personal intervention, and in the course of half-an-hour's talk to an empty House, the growths of centuries. It is unfortunate that just now the British garrison of India should not be at its full strength, or anything like it, but the Native Army is in a magnificent state, and the general prosperity of the country, in spite of famine, has been amply demonstrated by the last Budget statement. Perhaps what may have impressed the Grand Duke Boris as much as anything will have been the admirable condition of the communications, and the clear evidence everywhere apparent that over these communications the Indian Government exercises strong and ever-watchful control. It is difficult to understand, without actually going to India, what untold importance is involved in this matter. But it is by no means to be regretted that, at a time when, to speak plainly, a very short chapter of accidents would bring England and Russia face to face in Afghanistan, a near kinsman of the Czar should see with his own eyes that, apart from our potential strength as regards a possible fighting line in the north, we should, in any troublous contingency, have behind that line an India which is just one vast network of useful and most carefully-thought-out intercommunication by road and rail and wire.

I see that the Rajah of Panna in Central India has been deposed by the Viceroy, on the ground that he incited certain persons to poison his uncle, the late Rajah, in June last. There is, of course, nothing very remarkable in this unfortunate incident, except as regards the very high rank of the offender, for poisoning in India is very much more frequent than is commonly supposed, and, as a rule, is not at all skilfully carried out. Here and there a really skilled poisoner may exist, but, from a slight study which I once made of the subject, I am convinced that Indian methods of getting rid of inconvenient persons by means of "nasty doctor's stuff" are distinctly clumsy. A handful of arsenic in a man's curry, for instance, is very different from, and not half so artistic as, the "glass of wine with Cæsar Borgia," which marks the palmy days of European toxicology. Sometimes, however, Indian poisonings are rather humorous in a grim, uncomfortable fashion. Dhatura, the old Thug poison, for instance, has the quaint effect of throwing the victim into a sort of frenzy, in the first phase of which he casts off all his clothes. With these the Thug poisoners used to decamp, leaving the drugged one to recover or not as might be.

It may not be generally known that a considerable proportion of the deaths in India annually attributed to

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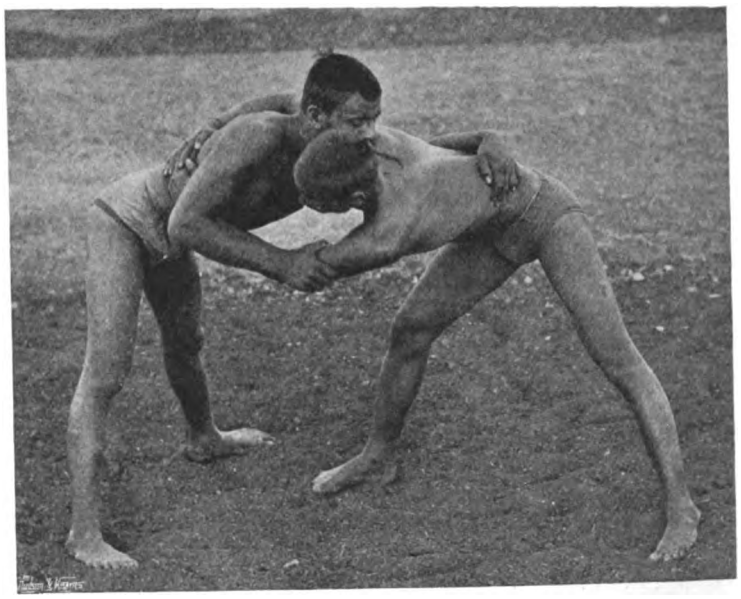
snake-bite are probably due to poisoning of another sort. The explanation is simple and interesting. When a man in an outlying village dies evidently from the effects of poison, it is the duty of the headman of the village to take in, if not the body, at any rate the viscera, for examination by the civil surgeon of the nearest civil station, which may be some thirty miles away. Clearly this involves a tedious journey as well as, very possibly, the loss of two days' labour, perhaps at harvest-time, with a good deal of fuss and investigation by arbitrary Native "constabbeels" thrown in. Now the village headman may himself have a perfectly open mind on the subject of poison, may, indeed, regard it as a simple and useful method of settling an old-standing family grievance. Why should he put himself to all this inconvenience and loss, and, further, trouble the doctor sahib by taking him a very unpleasant job, when the business can be arranged ever so much more quickly and satisfactorily in another way? Accordingly, the body is got rid of, the name of the deceased is duly entered on the village records as having died from snake-bite, and, if anyone wants to have further particulars, the entire village is ready to swear that it saw the snake—a *karait*, a yard and a-half long—which did the deed, and which was subsequently slain by several different people in several totally different sets of circumstances.

Talking of Panna, in Central India, I marched through that State about twenty years ago with a detachment of my regiment, and I think we were the first British soldiers the inhabitants had seen since the Mutiny. The people were not particularly friendly, and we had a good deal of trouble in getting them to lend us any assistance in the matter of our transport, which broke down rather frequently, owing to the fact that our march was a long one, and we were taking our bullock-drivers a long distance away from their homes. Our carts had all been forcibly impressed, and, despite every precaution, some of the drivers would give us the slip during the night, leaving us loads of luggage with no means of transporting it to the next camp. The village headmen in Panna were inclined to be saucy when we demanded fresh transport, so we resorted to the painful expedient of "detaining" them, with the threat of making them walk with us to the next camping ground if carts and cattle were not forthcoming. It was quite illegal and otherwise improper, of course, but we were miles from anywhere, and had to push on according to our "route." Anyhow, the plan worked like a charm, for within half-an-hour after the headman of the village had sworn a variety of oaths that there was no sort of transport available for miles, and he had found himself in consequence between a couple of stolid British privates, with fixed bayonets, to add to the effect, the necessary carts and oxen appeared quite naturally, and the terrified *patel* was released. Nowadays I am afraid there would be a fearful hubbub if such arbitrary measures were adopted. But I daresay that, judging by the recent trend of affairs in Panna, that State would even now be none the worse for the occasional passage of a British detachment, and the occasional exhibition of a little British "high-handedness."

A TOUGH CONTEST.

FROM the north to the south of India wrestling is a favourite pastime with all classes of Natives almost without exception. Even those who belong to the classes that do not take an active part in the sport never seem to tire in watching the competitions of "the Fancy" hour after hour. They note each point with a nice scrutiny, and often see a point gained where the European spectator does not note anything in particular. The spectators are keen partisans, and "Shah bashes!" or hurrahs (literally "Be a king!") greet any success, while, as in other places, the opposition cheer derisively or groan.

The system of wrestling in India is quite different from any English style. The Græco-Roman is perhaps the nearest European equivalent. A bout which sometimes lasts from two to six hours, according to the endurance of the competitors, begins by the two men walking round the ring to show their muscle. This exhibition vastly pleases their backers, and many are the encomiums and sarcastic jibes which are passed, according to the humour of the observer. The men continue much as two dogs with their hackles up walk round one another, with their tails in the air, when "one is afraid and the other dursn't." After a time they begin to slap their arms and legs, jump about, take up handfuls of dry earth which forms the arena, and then take a glance or two at the sky, as if their sole interest was in the state of the weather. Suddenly they recognise each other, as if each was struck by the odd coincidence of meeting a long-lost friend in an unexpected place. They then try to close for grips, in the most good-natured way at first, but soon getting very earnest in the real work of the day. There is no recognised grip. One will make a dive at the other's foot with a view of suddenly "up-ending" him, or he will try to catch him by the nose or ears, or apparently to get a good grip for gouging his eyes. The other is prepared for these gentle tactics, and knows how to guard against them, while he tries the same game himself. Eventually they close, and very soon fall, but this is only the very beginning of the bout. A man may be down again and again and still not have lost, for it is necessary that the victor should have the vanquished down with both shoulder-blades and the buttocks all touching the ground at the same time.



"NOW WE'RE AT IT."

A real beginning.

Photos. Copyright. "Navy & Army."

A STRANGE GRIP.

Raiputs wrestling.

Nearly every regiment has its teams of wrestlers, and as the style, though it appears to the European eye to be no style, varies with the part of the country from which the wrestlers come, much interest is taken in inter-regimental contests. The pictures show two young Rajput soldiers who are beginning the practice of the art, in which a man does not become proficient under several years of practice. The true "pailwan" trains very fat, and comes into the ring in a condition which for an Englishman would be a certain indication of "puffiness" and scant breath. Nevertheless, he is in perfect condition, and lasts marvellously fresh for hours. Each griffin expects the wrestler to "give in" from pure exhaustion, such as would be the fate of a fat Britisher. But Jack Sepoy sells the inexperienced backer, for his fat is not of the yielding kind.

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THE WIDE, WIDE VELDT.

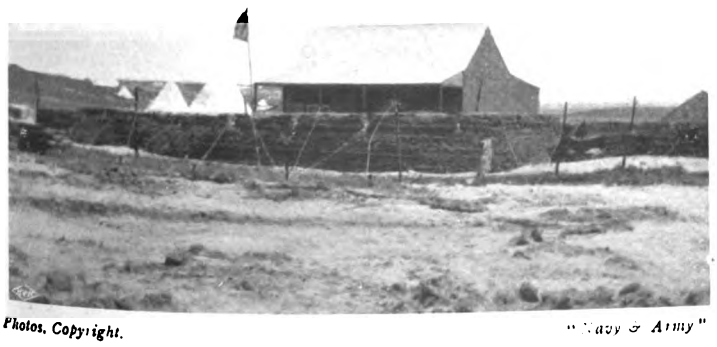
[ANECDOTES AND PEN PICTURES BY A WAR CORRESPONDENT.]

LORD WOLSELEY has told us that war correspondents are the curse of modern armies. While appreciating the circumstances which may have led the Field-Marshal to make this statement, one cannot but feel that the noble Viscount must have commanded most exemplary armies, in that such an insignificant brotherhood as the soldiers of the pen were able to be *the* curse attaching to them. Be that as it may, the curse which we have found uppermost in such armies as Lord Wolseley has not commanded, has been the transport; and, judging from the criticisms to be found in the American General's report on the conduct of the campaign in China, it was not the British portion of the Allied Army that was most cursed. Well, we have now to deal with South Africa. We were able to give last week illustrations which were typical of the transport difficulties that have handicapped us throughout the campaign. A rough wild country, almost as broken and mountainous as the North-West Frontier of India. Yet such country, especially in the Cape Colony, has to be traversed every day by some one or other of the mobile columns in pursuit of the scattered guerillas who now keep the field. Great buck waggons, with spans of six to eight mules or a dozen lumbering oxen, have to be dragged through shelving poorts, up and down mountain paths, over desperate saddles and frowning cols. And why? You may well ask why. The only apparent reason is that the British public are afraid of losses: are ready to brand a leader as incompetent because he has risked and failed, in this policy being blind to the history of the past which has built up the traditions of our Army and Empire. What should have happened, months ago, when these recalcitrant Boers broke up into smaller groups, was a British campaign run on lines similar to that of the Boers. British columns should have been formed, the officers and men of which were prepared to dispense with all transport. The country for months past has been well blockhoused and partitioned by posts. These light corps should have been prepared to operate independently of any base except the blockhouse nearest to them when they found themselves absolutely starving. But the theorist will say these men and their horses would starve—there is nothing left in the country for them to eat. This is nonsense. We have not cleared the country of Kaffirs, nor is it desirable that we should do so. Even Kaffirs have to possess food to live, and they will always part with small stocks for gold. It is the size of our columns which frightens them into concealing their grain. Yet, though several distinguished officers have offered to act upon these lines, they have always been refused the permission by the paramount authority. Exactly a year ago, Colonel Wools Sampson, who has built up all General Bruce Hamilton's recent successes for him, offered to raise a corps of Colonials, 500 strong, who would be prepared to take the field without transport, and live on the country for their supplies. But this offer was met with a point-blank refusal. Yet guerilla hunting in light marching order will have to be done, for, if a peace was arranged to-morrow, there would still be the ultra-recalcitrants to deal with.

The illustrations which we are able to give this week form a pretty contrast with those in the preceding number, to which reference has been made. The pretty little corner on the Vet River might be a glimpse of the upper reaches of the Thames, while ex-President Steyn's farm on the sun-burnt veldt has proved an oasis to many a weary-legged column. It is not an impressive farm to look at. In fact, when the writer first saw it the parallel which flashed to his mind was "from log-cabin to White House." It is just a simple Dutch farmhouse. No attempt at modern improvement or nineteenth century building, as is the case with the farms belonging to the ex-President's brothers and other of the richer and more enlightened Republicans. Not that Steyn made a point of living on his farm. He rarely had the time to spare to allow of his "vegetating" in the country, and it is probable, if the truth were known, that he rarely had the inclination to live in his own homestead. He doubtless would have preferred to have taken a holiday at the neighbouring farm—that of Kolbe, the Free State champion rifle shot—which is truly palatial by comparison. The illustrations of blockhouses which we give this week are typical of the hundreds of little posts which the exigencies of the campaign have caused to spring up all over the veldt. It is wonderful also how expert our infantry has become in the building of these trim little posts. The galvanised iron posts can be constructed by a dozen men in a few hours. And when finished they are not uncomfortable. You may rest assured that they are capable of considerable merit as shelters when a general officer is not above using one as the headquarters of his command.

A CHANGE OF TITLE DEEDS.

President Steyn's Farm.



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A BRIGADIER'S HOSTEL.

Headquarters blockhouse.

A LONELY HAVEN.

Blockhouse on the veldt.

WATCHED BY THE S.A.C.

A picturesque Vet River pool.

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THE MISHAP ON BOARD THE "FORMIDABLE."

WE regret that we should have to record another fatal accident, this time on board a battle-ship of the Mediterranean Squadron. From the meagre reports available it appears that the boom-boats of the battle-ship "Formidable" were being hoisted in, and that either the derrick itself slipped and gave way, or that one of the shackles suspending the large iron purchase blocks burst, causing the steel derrick to fall on to the deck, and so fatally injuring an officer and two men.

LIEUTENANT A. PRINGLE.
A victim of the mishap.

The victims of this mishap were Lieutenant Pringle, Petty-Officer Bowie, and Able-Seaman Davey. Lieutenant Pringle was the gunnery-lieutenant of the ship, and like Lieutenants Bourne and Miller, who were killed in the "Mars" a fortnight ago, he was in possession of five first-class certificates, and was an officer of great promise. He joined the Navy in 1891, became a sub-lieutenant in 1896, and a lieutenant in 1897.

Accidents whilst hoisting boats in and out are very rare, and anything like a fatality during this practice is most exceptional. There is, however, a modification of the practice which some commanders-in-chief are rather fond of practising, and which is freely condemned by many Naval officers as a useless and dangerous practice. This is hoisting in or out the heavy boom-boats "by hand." Instead of using the two powerful steam engines which are provided for the purpose, the wire ropes for working the derrick are unwound from the drums and manned by the ship's company along the deck. The weight of the derrick itself is some six or seven tons and that of a pulling launch but little less, so it is obvious that the business is not to be lightly undertaken. Added to this there is the fact that steel-wire hawsers are very difficult to "man handle" satisfactorily; they are very much given to slipping and surging suddenly if not very carefully tended. Some little time ago there were several nasty accidents in the Channel Squadron over this very practice, with the result that special gear was ordered to be supplied by the dockyards for this work, and no doubt the "Formidable," which is a newly-commissioned ship, has all the latest appliances. We feel we have but slight warranty for assuming that hand gear was being used at the time, but it is difficult to see how otherwise the derrick could be described as "slipping" in such a manner as to cause a fatal accident.

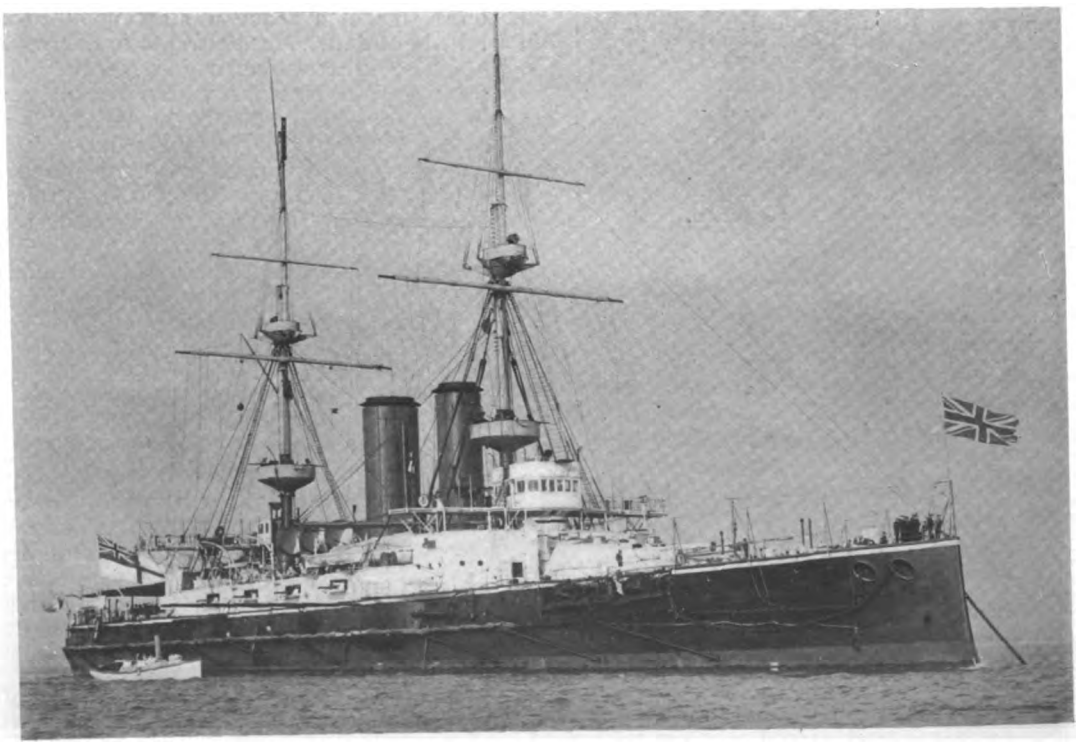
It may be of interest to describe the method by which boats are hoisted in and out on board a ship. The boats in the "Formidable" consist of two picquet-boats weighing about fifteen tons apiece, a steam pinnace weighing about eight tons, and a sailing-launch and pinnace weighing five tons and three tons respectively. These boats are called boom-boats, and are stowed on the "booms" just before the mainmast. A big steel derrick is fitted on the mainmast, with a steel-wire topping lift worked by an engine on one side of the deck, and a steel-wire purchase which is taken to the drum of a similar engine the other side. There are also rope guys on the end of the derrick, worked by hand, to place the derrick as required. The operation of hoisting a boat in or out is very simple when steam is employed. The topping lift is first pulled up by its engine till the derrick is high enough. The purchase block is then hooked on to the slings of the boat, and the other engine lifts the boat clear of its crutches. The derrick is then swung out clear of the ship's side by means of the guys, and the boat quietly lowered into the water. When hand gear is employed the wires are unwound, as has already been explained, and manned by the ship's company along the deck.

Accidents such as these which we have lately had brought to our notice, emphasise the fact that science has by no means decreased the risks run by the modern sailor. High speed, powerful explosives, and mechanism of all kinds demand that risks shall be taken. And from time to time, as instanced lately in the "Cobra," the "Mars," and the "Formidable," they take their toll of human life. There is, however, a certain satisfaction, poor one though it be, in knowing that the victims of these catastrophes suffer little, if at all, so far as they are personally concerned. Survivors of the "Victoria," for instance, of whom there are a considerable number in the Service, in recalling their experiences on that occasion, are almost unanimous in stating that they were astonishingly free from fear or even any sense of bodily discomfort. Then, again, in serious accidents, especially in cable work, men have been known to be most terribly injured and yet to have felt no pain at first. Everyone will remember the case of Commander Egerton at Ladysmith, who was fatally wounded in the legs by a shell. All he did was to ask for a cigarette, and remark as he was being carried off that "here is an end to my cricket."

The accident to the "Mars," which we recorded last week, is still an unsolved mystery. It is hoped that more evidence may be forthcoming from the wounded men, who are not yet sufficiently recovered to give evidence. An alternative solution to the hang-fire theory we presented in these pages has been put forward. It is that the breech of the gun was never closed at all. This can be explained as follows: At the side of the gun is a small hand-wheel. The number whose duty it is to close the breech does so by revolving the wheel, which automatically completes the three motions of (1) swinging the breech-block to, (2) entering it in the gun, (3) screwing it home. The last operation, especially after a few rounds, often works rather stiffly. It is supposed that the second motion was completed, and that the wheel then brought up. By an extraordinary oversight the fact that the third motion was not complete passed unnoticed, and on the electric circuit being completed, the gun fired, blowing the breech-block to the rear.

The interior of the barbette is practically uninjured, and the damage done quite inconsiderable. With the exception of the men who were actually struck or burnt, the loss of life was due to the tremendous concussion. Several of those killed were apparently uninjured and unmarked.

From a Service point of view it is a matter for congratulation that both this accident and the previous one on board the "Royal Sovereign" were in no way due to faulty mechanism or design in the gun. It would be a very serious matter were any feeling of distrust in these weapons to arise amongst the men. Both these really terrible accidents were due to personal error on the part of one or other of the gun's crew.



Photos Copyright. H.M.S. "FORMIDABLE." *Symonds.*

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A PUNJAB REGIMENT.

By R. A. R.

IT was not convenient for England to send to China during the recent difficulties regiments composed of white men only, to look after her interests in the yellow land. England, therefore, drew upon her great Indian reserve and sent regiments according to roster to do the necessary work. Although the 29th Punjab Regiment was named as one to be probably sent, it was not sent because it did not happen to be on the roster in place as "next for duty."

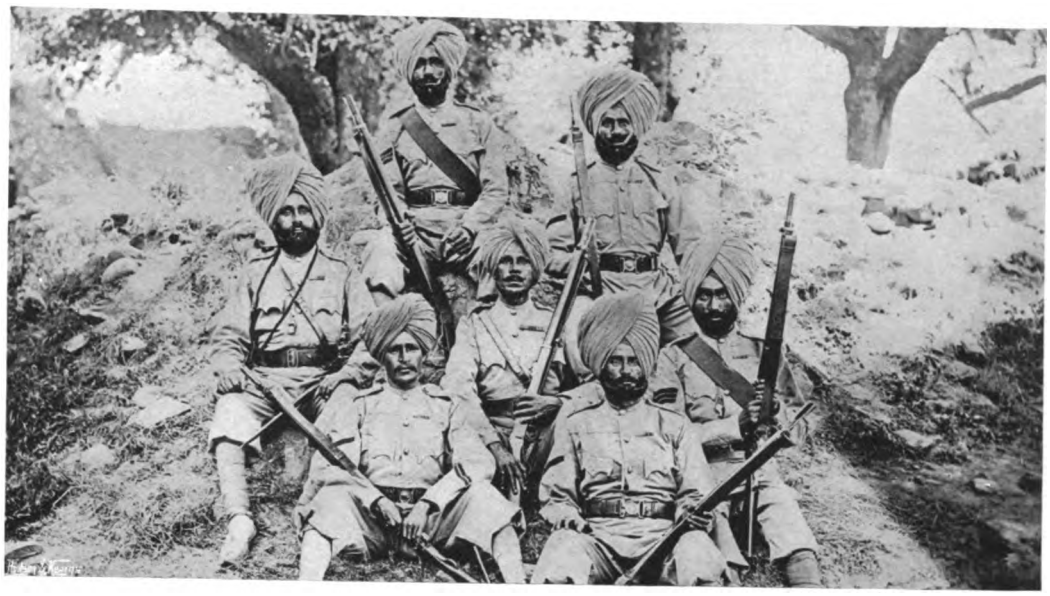
It amuses English soldiers to read the critiques of foreigners as to our Chinese contingent. Their criticisms expose their ignorance of Oriental soldiery. Because these Orientals are not accoutred in continental fashion, and because their manners are not quite continental, these foreign critics consider that our Indian fellow-soldiers are not really soldiers. No opinion was ever more unreal. Every man who has worked with Indian troops, trained by Europeans, will acknowledge that for intelligence, valour, and good and steady conduct (all high qualities), these troops leave little to be desired.

The present writer has always looked upon the 29th as "Jock's" Regiment. Undoubtedly there are many still serving who regard "Jock" as their military father.

Jock Reid left the 29th fully convinced that it was the finest regiment in Queen Victoria's service. Small blame to Jock; for it was, and is, a very fine regiment. When, however, he became a general officer, he recognised that other corps besides his own tried to achieve excellency, and Jock was not stinting in his praise to such when he was satisfied that men had made the best of their opportunities under capable officers. Such regiments as this typical Punjab regiment are those with whom our enemies will have to reckon in the unhappy event of difficulties in the Far East.

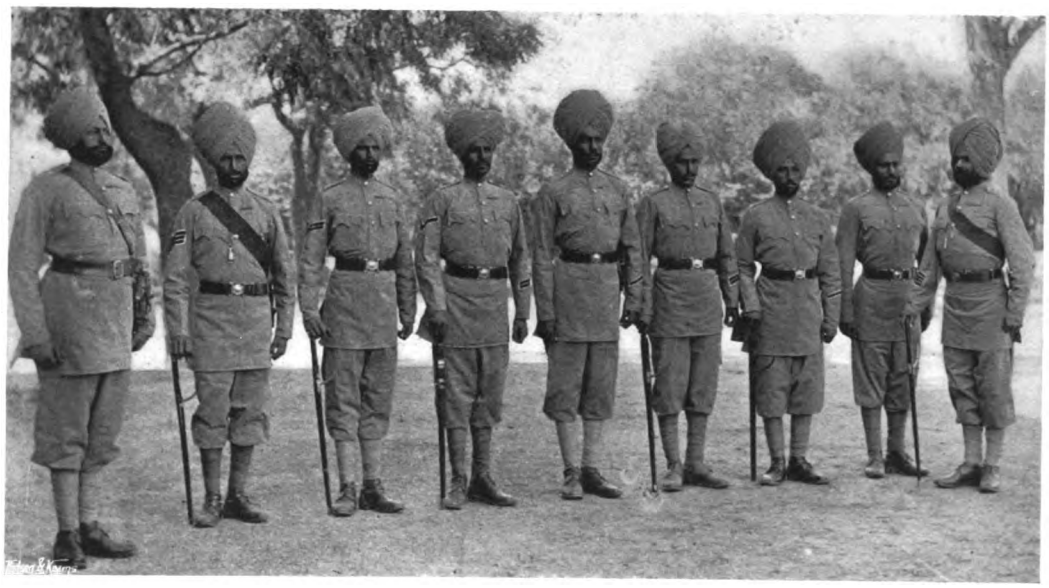
The 29th Punjab Infantry was raised in July, 1857. Many corps were at this time embodied for the suppression of the Mutiny. This fine regiment appears, however, to have taken no very prominent part in the hard fighting of those days. Its original constitution is, as far as this paper knows, uncertain. In 1898 it consisted of four companies of Sikhs, two companies of Dogras, and two companies of Punjabi Mahomedans. This statement is made on the authority of an officer of the regiment. The writer of this article thinks that in 1875-78 there was a far greater proportion of Punjabi Mahomedans in the ranks than was the case in 1898. Since the reclassification of the regiments was approved, it is quite likely that an old hand may fall into error, as many regiments were almost completely metamorphosed.

The first illustration will bring back to Indians a memory of the good sons of the Empire who shoot for its glory. The second shows drill-instructors well enough set up to be the envy of Sandhurst Cadets. The third portrays Native officers in various dresses. Can anyone want better?



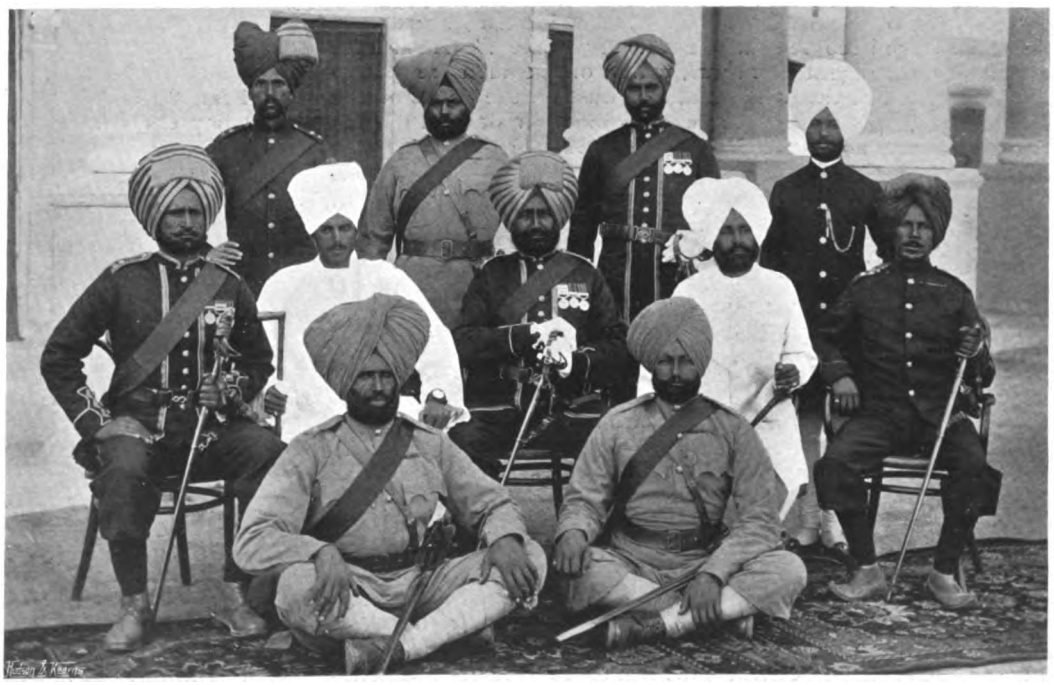
NO CHANCE FOR THE TARGET.

Musketry team, 29th Punjab Infantry.



THE BOYS JOCK LOVED.

Drill instructors of the 29th Punjab Infantry.



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DO YOU WANT BETTER?

Native officers, 29th Punjab Infantry.

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FRENCH NAVAL HISTORIES.

IT is a circumstance perhaps worthy of note that two important French Naval histories should appear at the same time. Captain Chevalier's "Histoire de la Marine Française" has been completed by the new volume just published by MM. Hachette. It covers the period from the beginning of the French Monarchy to the Peace of Paris in 1763, while the volumes upon the French Navy during the War of American Independence, and under the First Republic, the Consulate and Empire, and the later one dealing with the period from 1815 to 1870, carry on the story up to modern times. Of the "Histoire de la Marine Française" by M. Charles de la Roncière (Plon-Nourrit), the second volume was published in 1900. The two books are distinct in their nature and aims. Captain Chevalier's is a narrative unencumbered by details, and, in the later volumes at least, there is a certain philosophical spirit which reminds one of Captain Mahan. It may indicate the difference of character in the books if we say that Captain Chevalier dismisses the reign of Charles V. in two sentences, while M. de la Roncière devotes to the same interesting period several chapters. At a later point, it is true, the former writer returns to the subject in order briefly to draw a lesson, but it is indicative of his manner that he rarely enters into detail, and that his book is destitute of notes.

M. de la Roncière, on the other hand, elaborates his subject, and gives a wealth of references which are of great value, and show that he has made an exhaustive enquiry into the printed and manuscript sources of early Naval history both in France and England. His book is certainly one of the most interesting of all Naval histories. The second volume, especially, breathes a veritable spirit of life, and the actors in events seem almost to pass before us in the flesh, while the incidents are themselves invested with very great vitality. Perhaps M. de la Roncière's pages draw something of their charm from the fact that he has had an opportunity of using the unrivalled chapters of Froissart, and the scarcely less interesting descriptions of Monstrelet. His account of the Hundred Years' War, of the deeds of Charles V., the ravaging of the English coasts by Jean de Vienne and others, the follies of Charles VI., the early voyages and discoveries, the achievements of the famous Marshal Boucicault, the *guerre de course* at the beginning of the fifteenth century, the expedition of Henry V. in 1415, the deliverance of France, the events under Louis XI., the greater explorations, the curious history of the French admiralties, the ships and their crews, their ordnance and their navigating instruments, and the coasts and the lighthouses, abounds with interest and entertainment.

Captain Chevalier's book is not less excellent in its way than that of M. de la Roncière, and the student of strategy, and of those broad conditions which influence the success of Naval war, may learn more from it. They are the same simple and yet forcible lessons which Captain Mahan has deduced from the special periods he has treated. Here and there the French author descends into a little detail. He has something to say about the famous monk Eustace, and writes, with some animus, that, in decapitating that interesting personage, we committed an act of barbarism which not even the manners of the age could justify. Since that age, certainly, the times have become somewhat more "picked." He alludes also to the stratagem, *peu loyal*, which our seamen are said to have practised in throwing chalk or dust on the decks of the Frenchmen, which they came alongside, in order to blind the crews. In a chapter upon the influence of the French Navy up to the end of the fifteenth century, it is pointed out that this grew much greater under Charlemagne, but that, when the great Emperor died, all that he had created disappeared, the French coasts being thus opened to ravages.

In the long war between France and England, while we fought to retain Normandy, Guienne, Poictou, and Saintonge, France, deprived of these maritime frontiers, was unable to act at sea with the vigour that was necessary, her harbours being few and insufficient. The English were thus free to despatch to the continent unresisted both troops and *matériel*. Captain Chevalier is, of course, right in saying that it was Naval superiority which enabled Edward III. and Henry V. to conduct their operations at all. As is well known, a revival of the French Navy followed, and foreign alliances and foreign seamen placed our rivals in a position of much greater strength, and Leone Strozzi, the Florentine, acted with much vigour and success. An interesting chapter is devoted to the war with the Empire, the battle of Lepanto, the English at Cadiz, and the growth of navigation. Once more, deducing a lesson, Captain Chevalier remarks that, during the sixteenth century, the influence of fleets was generally decisive. France only retained her superiority by holding the British Navy in check, and when this was not done the coast towns were pillaged, burnt, or captured. In a like manner, during the war with Spain, when the French possessed adequate Naval forces, they were able to cut the communications of the Spaniards with their Flemish and Italian possessions, and thus it was that Charles V. made great sacrifices to gain the services of Doria and the Genoese galleys. For many years, indeed, France contrived to hold the balance of the Naval fortune of the nations with which she was at war, but after the times of Charles IX. and Henry III. the situation was changed.

The regeneration came with Colbert. That great statesman founded arsenals, created fleets, and formed the crews to man them. Convinced that the personnel is the solid foundation of all military organisation, he exerted unrelaxed efforts to secure well-trained officers and a sufficiency of men, and there was not a department of the French Service in which his administrative ability did not bear fruit. Unhappily for France, much of his work was speedily overthrown, although some things that he created exist to this day. There was revealed an instability in the French character to which Captain Chevalier draws attention, and a fluctuation of opinion which operated disastrously upon the maintenance of the Navy. By an error of judgment difficult to explain, Louis XIV. selected Pontchartrain, perhaps the most presumptuous and incompetent of French Naval Ministers, to succeed Colbert and Seignelay. Captain Chevalier insists with excellent show of reason that the strength of Naval or Military forces is in direct relation to the value of the institutions which mould and control them.

When Captain Chevalier arrives at the striking events of Beachy Head and La Hougue he has some interesting things to say, but makes no mention of the "fleet in being," or of the argument which had been raised in England in relation thereto. Beachy Head—which the French call "Bévéziers"—is to him a brilliant victory, and he attributes the failure to reap the fruits not to Tourville, but to the winds that failed him, and expresses severe censure of the incompetent administration, which did not provide him with the resources at the ports which he had a right to expect, and which were essential for his operations. Tourville's *campagne du large* in 1691 arouses deservedly Captain Chevalier's admiration as a masterpiece. But the French Ministry would not regard the situation in the same light; having Beachy Head before their eyes, they thought the squadron should dare everything, and accused the admiral of timidity. Captain Chevalier, however, is a warm admirer of Tourville, whose memory he thinks has unjustly rested under a shadow. Tourville knew the inanity of the plans for invading these islands, and resented and deplored the fatuous disregard of Naval conditions which they displayed. Nevertheless, as Captain Chevalier clearly shows, he had orders to fight in whatever strength the English might be found. Disaster, therefore, was almost inevitable. Of the great day of La Hougue our author insists that it was one of glory for the French Navy. The officers and men gave the most brilliant proofs of capacity, courage, and devotion, and Tourville was admired even by his enemies. Never, says Captain Chevalier, was there a clearer illustration of the fate of fleets when the direction of them comes from a source which takes no account of Naval opinion.

Let us pass rapidly over Captain Chevalier's concluding pages. His description of the *guerre de course* is excellent, and he suggests that the weakness and impoverishment of France led Cardinal Fleury to a dangerous excess of prudence. Chapters follow upon the operations on the coasts of India, and in relation to the grand dreams of Dupleix attention is drawn to the fact that the great Indian administrator forgot that the Government of Louis XV. would not follow him in his enthusiasm. "Colonial expansion has no chance of success except on the condition that its march is parallel with the development of Naval forces." In those times, however, France had no sufficient Navy, and did nothing to create one, which would have enabled her to fight, if not with success, at least with honour to herself. The remarks upon the case of Byng, who is regarded as a scapegoat, are interesting. The same may be said of the chapter upon the operations of Conflans, touching which Captain Chevalier again refers to invasion, with the remark that the project of a descent upon the British coasts, in view of the inferiority of French Naval forces, does not bear examination.

It will be seen that he finds at the root of French defeat and failure more often bad Naval administrators than the errors of Naval commanders. Thus he attributes the issue of the operations of D'Aché to the French Government for not replenishing the exhausted resources of Pondicherry, which alone, he says, would be enough to explain the loss of India to France. It is possible that some of these large generalisations might be modified upon examination, but they are mentioned to show that Captain Chevalier's new volume approaches its subject in a philosophical spirit, and is full of suggestion to the enquirer.

JOHN LEYLAND.

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VOL. XIV.—No. 276.] SATURDAY, MAY 17th 1902

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THE RULER OF DEVONPORT DOCKYARD.

VICE-ADMIRAL SIR THOMAS STURGES JACKSON, K.C.V.O.

Sir Thomas Sturges Jackson's fine record dates back to 1856, and includes service as a midshipman of the "Calcutta" at the capture of the Peiho Forts on May 20, 1858. Later, as Captain Hall's A.D.C., he accompanied every expedition of the operations against China, and he wears the China medal with the Taku clasp. He has held various high appointments, including that of Naval Officer in charge of Jamaica from 1892-95, and from 1893-96 he was in receipt of a Captain's Good Service Pension. He became Rear-Admiral in 1896 and Vice-Admiral last January, and has lately received the knighthood of the Victorian Order.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. If here stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

The British Empire Trust.

"TAKE a hint, when you can, even from an enemy," said the Latin proverb. Much more should we pay attention to the suggestions of a friend. Captain Mahan is a good friend to Great Britain. He admires and respects the methods by which we have built up the British World-State. He watches our efforts towards consolidation with interest and sympathy. When he writes, as he has done in the *National Review*, upon the motives which should impel us to federate the Empire, his words deserve careful attention. It is always valuable to learn how an outsider looks at the problems which we have to solve. It is especially useful to us to see how this particular problem of Imperial Federation strikes a skilled observer belonging to a nation which has just started upon the path of Empire, and which, therefore, must some day be face to face with the same difficulties as those we have to surmount.

Captain Mahan holds that the chief impulse to our recent efforts in the direction of Imperial Federation was given by Mr. Gladstone's conversion to Home Rule. The defect in this argument is that enlightened Home Rulers were never in favour of Separation. On the other hand, they believed firmly in giving Ireland self-government as a step towards Imperial Federation. Probably this was Mr. Gladstone's idea. It was utterly impossible to discover from his public speeches what was in that great man's mind. But many of his personal friends were persuaded that he took this view, and those of his party whom he admitted to the closest confidence were most of them openly committed to it. The Irish Home Rule Bill of 1886 "involved in principle," Captain Mahan says, "the dissolution of the Empire." That puts the case too strongly altogether. At the same time, it is quite true that a great many people held this opinion, and that the alarm caused by Mr. Gladstone's hasty and disastrous action did dispose men's minds to consider seriously the question—"Shall Great Britain exist as an Empire, or shall it fall to pieces by a series of secessions?"

Writing for American readers, Captain Mahan rather labours the point that Great Britain could not possibly allow Ireland to be a separate state. No one of intelligence in this country can have any doubt upon that head. There are only two ways of dealing with Ireland. Either govern the country as we govern it at present, by mixed methods of force and conciliation; or else invent a system of self-government under which the Irish would be contented and loyal. Most Englishmen regard the latter alternative as an ideal which could never be realised. Possibly they are right. Probably they are wrong. If we can think, without losing our heads, of hitting upon some arrangement for federating all the States of the Empire, surely it ought not to pass the wit of man to devise a scheme for letting Ireland settle her own local affairs without becoming any less a part of the United Kingdom than she is at present.

It is quite as much to the interest of Ireland as to our interest—and quite as much to the interest of all the colonies and dependencies under the British flag—that the bond of partnership should be tighter drawn. This is an age of "combines." In the industrial world we have seen how the individual trader gave place to the trading corporation, and how in turn trading corporations organise themselves into groups, which we have nicknamed "combines" or trusts. In the political world the same thing is happening. The British Empire is the greatest political "combine" in existence. But it does not hold the field without opposition. There is the German Empire, for example, which is very anxious to cut us out, quite in a friendly way, and to secure the lion's share of the trade for which all the world is fighting. Where we have an immense advantage is in being able to base our combine not only upon common interest, but upon national instinct and a common sentiment. Germany seemed inclined, not many years ago, to make an attempt to play the racial sympathy card in South Africa. The Boers claimed affinity with German blood and German aspirations, and very nearly succeeded in inducing the Fatherland to make common cause with them. If they had succeeded, our way from the Cape to Cairo would have been blocked for the time, and the history of the last few years would have been different—how different no one, of course, can say.

So far, then, our British "combine" has a good start ahead of all other "merger" groups of states. But, if we are to profit thoroughly by our lead, it is absolutely necessary that we should settle the details of the British Empire "trust" quickly and once for all. We want some political Pierpont Morgan to conciliate opposing claims, and to bring all the parties to the agreement into an amicable bord. This is, in effect, what Captain Mahan tells us in his article. We must federate for purposes of mutual defence and for purposes of reciprocal trade; but not upon these grounds alone. We have a high responsibility laid upon us. We have a noble destiny to fulfil. "Sentiment, imagination, aspiration, the satisfaction of the rational and moral faculties in some object better than bread alone. . . . Like individuals, nations and empires have souls as well as bodies. Great and beneficent achievement ministers to worthier contentment than the filling of the pocket."

THE 41st Regiment of Invalids was the present 1st Battalion Welsh Regiment, which was raised in 1719 entirely from outpensioners of Chelsea Hospital, who re-engaged for further service in the same way as the old soldiers who recently formed the Royal Reserve Regiments. Seventy years later it was considered desirable to assimila e the regiment to the rest of the Line; accordingly the "Invalids" wer pensioned off and replaced by drafts from other regiments. For m ny years the new 41st had no title. The independent companies of "Invalids" were formed in 1756, when three regiments of "Invalids" or "Veterans," numbered the 71st, 74th, and 75th, were broken up for garrison duties in the United Kingdom.

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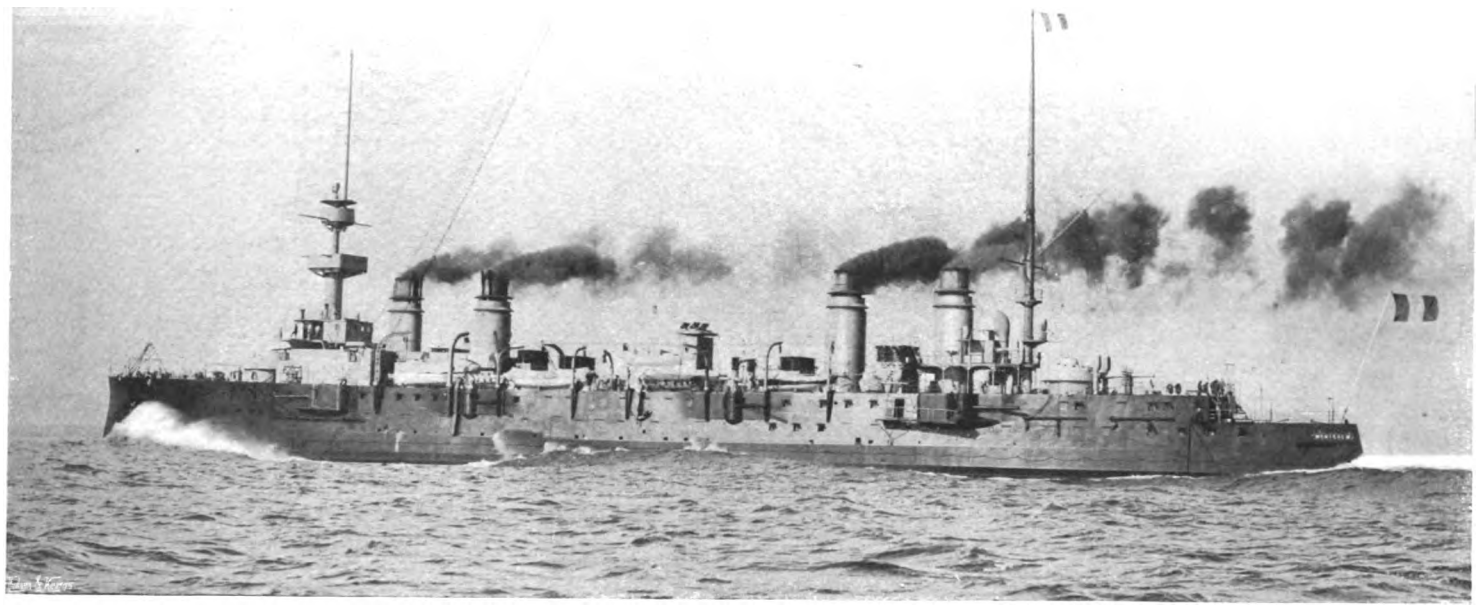
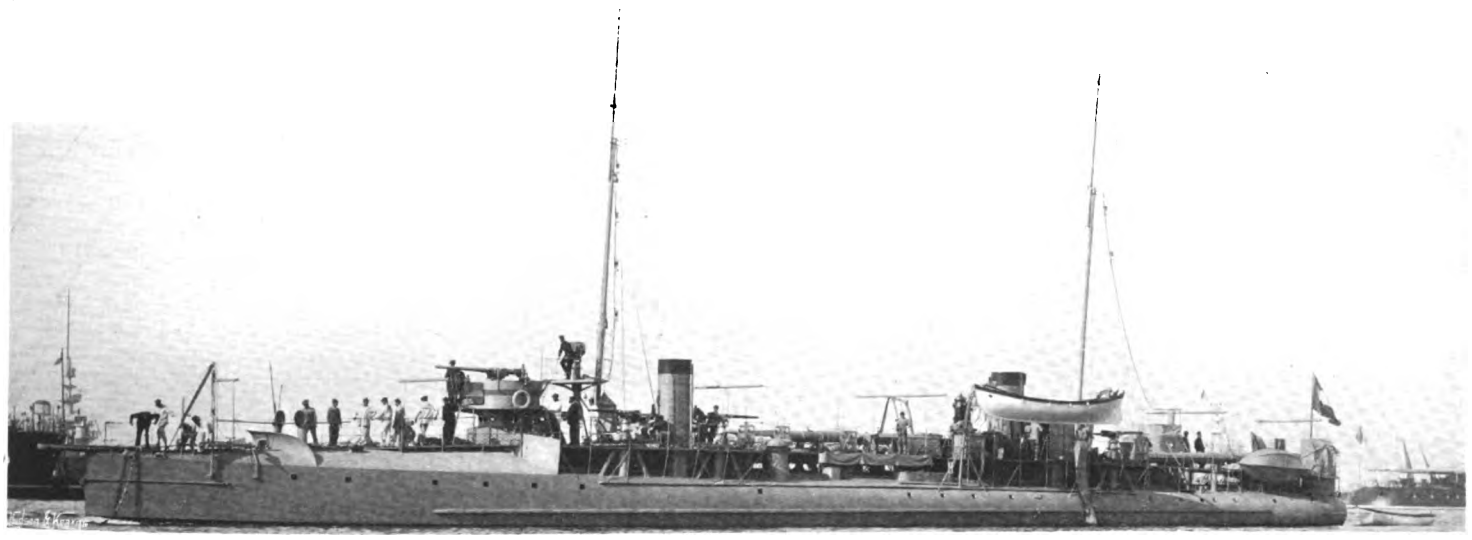
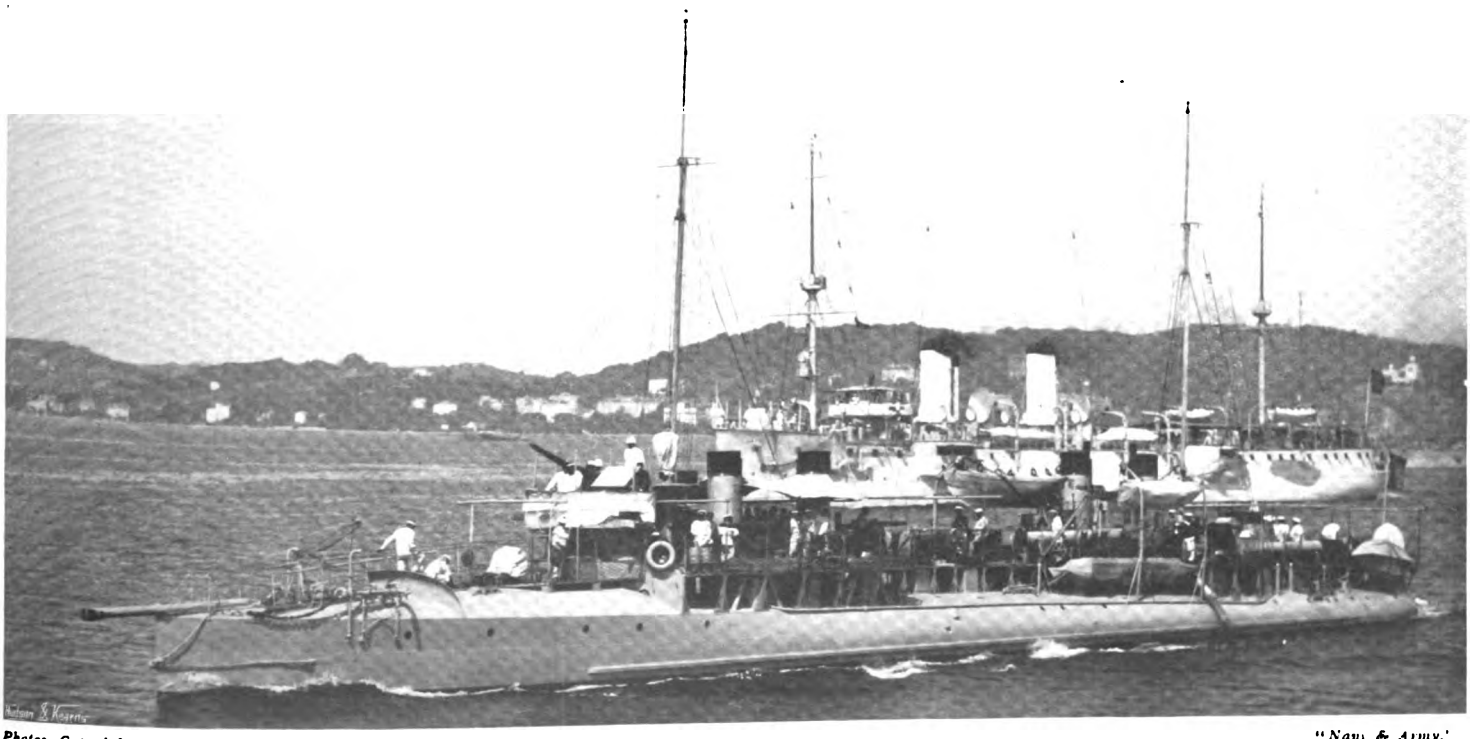
PRESIDENT LOUBET'S VISIT TO RUSSIA.



THE "MONTCALM," A VERY HEAVILY ARMOURED CRUISER.
Displacement, 9,157 *tons*. *Heaviest gun*, 7·6-*in*. *Speed*, 20 *knots*.



THE "FAUCONNEAU," A VERY FAST TORPEDO-BOAT DESTROYER.
Displacement, 300 *tons*. *Heaviest gun*, 9-*pounder*. *Speed*, 26 *knots*.



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THE "YATAGAN," LOOKING VERY SMALL BESIDE THE "JENA."
Displacement, 304 *tons*. *Heaviest gun*, 6-*pounder*. *Speed*, 27 *knots*.

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THE MISHAP ON BOARD THE "FORMIDABLE."

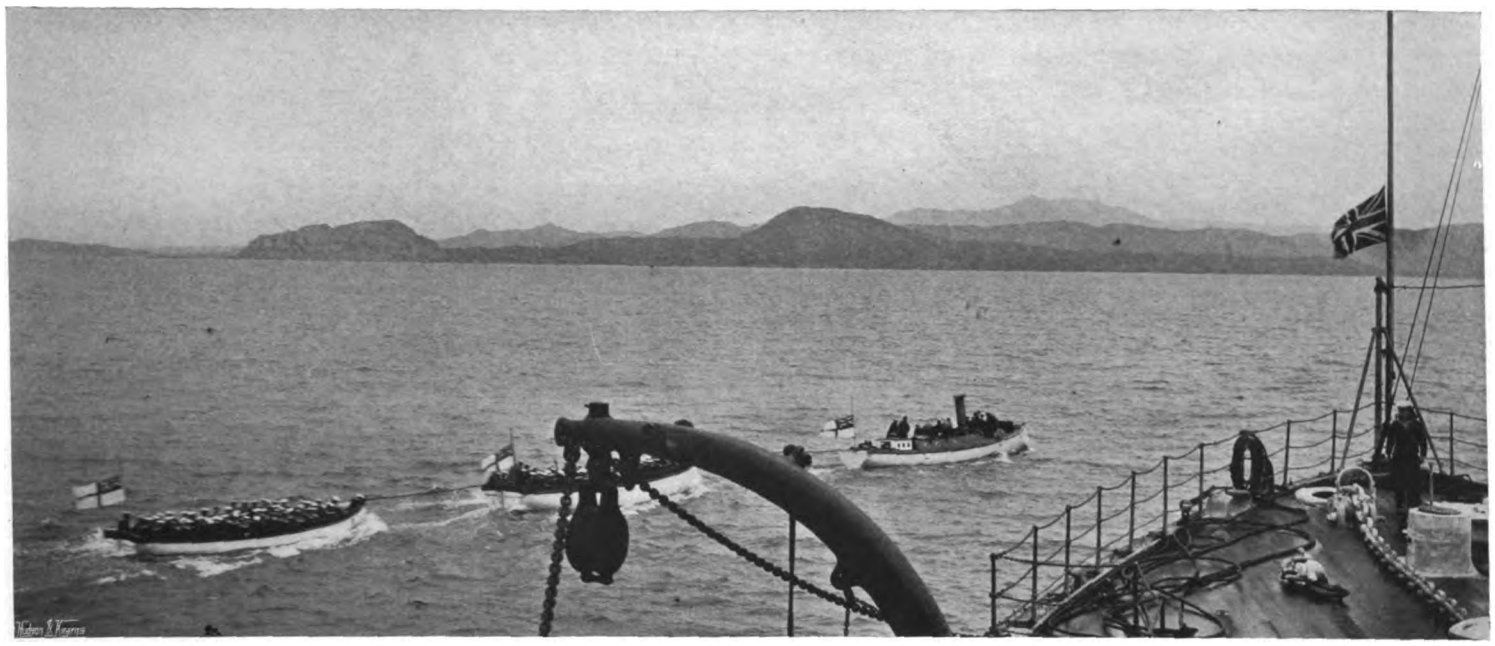

Photo. Copyright. "Navy & Army."

THE FUNERAL PROCESSION OF BOATS GOING ASHORE.

The barge with coffins and mourning party in tow of picket-boat crossing the bows of the "Formidable."

WE deeply regret that, owing to an unfortunate accident such as is occasionally unavoidable in connection with the production of an illustrated paper, the issue of NAVY AND ARMY ILLUSTRATED for May 10 contained an error in the portrait of the Naval officer who lost his life in the recent mishap on board the battle-ship "Formidable." In place of the photograph of the late Lieutenant Pringle, one of another young officer was erroneously inserted.

We reproduce to-day the portrait of the late Lieutenant Pringle which should have appeared on the 10th inst., and it gives us a melancholy pleasure to note that the few words we were then able to say regarding the professional career of this most promising officer have received generous and extended confirmation in other quarters. Of him one writer states that he was "beloved by all in the ship; keen on every sport, a cheerful messmate in all circumstances, and, in my opinion, the smartest officer at his job among the many with whom I have sailed."

Photo. Copyright. *Symonds.*

LIEUT. ARTHUR PRINGLE, R.N.

We also reproduce some sadly interesting photographs of the funeral of the victims of the accident, which took place at Terranova, Pausania, with befitting ceremony. It is interesting to note that the melancholy event called forth lively manifestations of sympathy, not only on the part of the Italian military authorities, but also on that of the residents of Terranova, practically the whole of whom attended the funeral ceremony as a mark of feeling and respect.

Photo. Copyright. "Navy & Army."

THE GRAVES OF THE VICTIMS IN TERRANOVA CEMETERY.

Reading from the left the graves are those of Robert Henry Bowie (Petty Officer), Lieut. Arthur Pringle, and John Searle Davey (Able Seaman). The wreaths were sent by the British Consul.

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A FRENCH MILITARY CEREMONY.

DIVERS IN HIS MAJESTY'S NAVY.

THE NAVIES AND ARMIES OF THE WORLD.

A WEEKLY CAUSERIE BY DAVID HANNAY.

CAPTAIN GILBERT, whose work on the South African War has been spoken of here in the last two weeks, had in his mind chiefly the lessons it taught to him as a French soldier. The kind of great war he contemplates is one on the frontiers of France for the recovery of Alsace-Lorraine or for the repulse of German aggression. When he argues that the successes of the Boers prove nothing in favour of a citizen army, but the contrary, he speaks to his own countrymen, not to us. Therefore he does not feel called upon to apply the lesson to us, and to our circumstances in the world. It is all the more desirable that some soldier of our own should do what he naturally leaves aside as being of very subordinate interest to him. So far nobody has. We have heard a great deal about an army for home defence, and of the country as being left helpless when its troops are engaged oversea. It is sad—or from another point of view amusing—to see how little impression all the talk about sea-power has had on the public. To this day the majority of Englishmen decline to believe that an invasion of England on a great scale is impossible until our Fleet is beaten. Most of us go on vaguely imagining a state of things in which the Navy is on the other side of the world doing nobody knows what, while the seas all round our coast are left without a guard-ship in them to prevent an enemy's cruisers from picking up our merchant ships in sight of our ports. It is all nonsense, of course, but the public believe it, and will go on believing it till a soldier speaks to them in another sense. The soldiers go on believing it, too, apparently because they feel that their due importance would be diminished if they are not recognised as indispensable to the defence of the country.

* * * *

And yet that is not where they are indispensable at all. With a decently-organised and fairly-drilled Militia of even 50,000 men, and an efficient Fleet, we could dispense with a standing Army altogether, in so far as the defence of Great Britain and Ireland from foreign attack is concerned. The Navy could prevent great invasions, and the 50,000 Militiamen could deal with mere raids of 2,000, 3,000, or 5,000 men. Where our Army is wanted is oversea, and its work will be to defend frontiers in other continents when they are attacked by large armies coming over the land, and, therefore, not liable to have their communications cut by our Fleet. For this we do not want a home-defence army. What will be required will be one capable of supplying 500,000, if not more, of thoroughly-drilled soldiers ready at a moment's notice. The question is how is this army to be provided. All time spent in talking about home defence with the Army is wasted. It is the defence of the land frontiers of the Empire which has to be thought of and provided for.

* * * *

During the late rather feather-headed outcry over the North Atlantic combine, we have heard of war with the United States as a possibility. Six months ago, and when Anglo-Saxon brotherhood was at the height of its amorous emotions, such talk would have been blasphemy. However, we have discovered with painful qualms that one Anglo-Saxon brother will best the other in a matter of business. Now suppose things go further, and it comes to fighting on the Canadian frontier.—how then? It will not do to begin raising Yeomanry Corps and Volunteer Companies after the war has broken out. Our Army, and it must be a big one, will have to be ready at once, and sound all through. The same problem presents itself in Asia under even worse conditions. The day is clearly coming when we and the Russians will touch. Some among us would hasten the date by annexing Afghanistan and Tibet. Perhaps they will have their way. Well, when they have, and we are in face of Russia with her continuous territory and overland communications, and, what is no small consideration, a growing population of her own in Siberia, how are we to provide for a great collision between our Empire and hers?

* * * *

Observe what the conditions of the game would be. We should have to fight at an enormous distance from the centre of our power. The country immediately behind us would be territory held by the sword, and by a white garrison. It supplies us with useful soldiers because we are known to be too strong to be defied. When the belief in our force goes, so will the loyalty. The countries we would have to fight in are so barren that they can provide very few supplies. Our army would have to be fed from India, over long lines of communication, subject to attack by barbarians. It must consist in the main of white men, partly because there would be danger in relying on the fighting power of the coloured troops, partly because there would be a difficulty in providing a sufficient Native Army, but mainly because we must not let India think that we rely on her strength. When we confess we have to do that, the foundation of our power in India is gone. If we are not the stronger to defend as well as to rule, we deserve nothing but notice to quit, and we shall not have to wait long before it is given. The question for us is how we are to provide armies of the first magnitude and of sound quality to fight thousands of miles off.

* * * *

This is what one would like to see a thinking soldier treat in a thorough way. Talk about an army for home defence is idle. When it comes to that, our hold on the sea will have been so shaken that, though the kingdom of Great Britain and Ireland would no doubt survive, the British Empire would be at an end. Nor is it the slightest use to pour out ear-filling generalities about Imperial sentiment, the fate of nations which will not bear the burden of Empire, the terrible consequences of not being armed, and so forth. Many men, many women, and many children can do as good as this, when they bring their minds down to it. And they do bring their minds down on all hands. What is wanted is a well-thought-out examination, on the model of Captain Gilbert's treatises, of the spaces, the distances, the numbers, and the chances.

* * * *

The outcry over the North Atlantic combine has certainly been, in some respects, very funny. It really looks as if most Englishmen had imbibed the odd belief that by the nature of things we ought to have the carrying trade of the world in our hands, and that it is indecent to suppose this not to be the case. Nothing could be more absurd. Our pre-eminence as shipowners since 1860 or thereabout has simply been due to the fact that we had the means of making iron steamers when other nations had not. Then the foolish so-called protective laws of the United States have helped us immensely. But for them the bulk of the North Atlantic trade would have been under the Stars and Stripes before now. Of recent years the Spaniards have taken to buying our steamers and carrying their own iron ore cargoes from Bilbao. What so poor and unenterprising a people as the Spaniards do could be done on a far greater scale by the Americans if they had not tied their own hands. From the

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Naval point of view the clamour has some sense. What has been the good of paying subventions to steamers which may be sold at any moment? Their value is in any case dubious, and the money given to them had better have been spent on the Navy. But, if we did intend to provide ourselves with craft of this class, the safe course would have been to buy or build them for the State, and then hire them to the merchants. This return to the ways of Queen Bess and her predecessors might have been neither economical, nor really useful to the fighting power of the Fleet, but at least it would give a guarantee that the steamer should not pass into foreign hands after drawing public money for years to the profit of her owner.

THE "FIGHTING FIFTH" IN A NEW ROLE.

IN our issue of May 3 we gave an illustrated description of the presentation of colours to the 4th Battalion of the Northumberland Fusiliers, a function invested with peculiar interest by reason of the splendid record of the old "Fighting Fifth," which is quite one of the most distinguished, as well as one of the smartest, corps in the British Army. Herewith appears a portrait group of the officers of the 3rd Battalion of the regiment, which embarked the other day at Southampton for conveyance to Antigua, where it will form a guard to the Boer prisoners of war. The group was taken at Parkhurst in the Isle of Wight, where the battalion, previously to embarkation, had been stationed, under the command of Colonel W. E. Sturges, the central figure of our portrait group.

The duty of guarding prisoners of war is probably not one which the 3rd Northumberland Fusiliers would have chosen had they been permitted to choose, but it is none the less an honourable and onerous one. None but a very well-disciplined and well-conditioned corps would, we may be sure, be chosen for such a responsible task in any circumstances, while the ordinary requirements of the case are somewhat emphasised when those who have to be guarded are such distinctly "slim customers" as the Boers already in captivity have proved themselves to be. Prisoners who make attempts to escape, even by such romantic methods as by laboriously excavated subterranean passages—a case of this sort occurred in India a short time back—need very careful watching, for it goes without saying that any leakage is placed to the serious discredit of the corps which provides the guard. On the other hand, the natural instincts of the British nation impel them to treat prisoners of war, especially when the latter have been expatriated, with all possible consideration and even indulgence. Between warm sympathy and keen vigilance it may not be easy to strike the golden mean, and in choosing a regiment to carry out a thankless task under these difficult conditions we may be sure the War Office has taken no unnecessary risks.

That it should have been chosen for this duty is the greater credit to the 3rd Northumberland Fusiliers in that it is a new battalion which was added to the Army List about three years ago. In 1900 it was quite in an embryonic stage in camp at Strensall, near York, under command of Major Riddell, who has since been transferred to the 2nd Battalion. Yet even at that early period it gave promise of quickly proving true to the magnificent traditions of the gallant old 5th Fusiliers, the first two battalions of which were in South Africa doing splendid work, and, alas, suffering heavy losses, since deplorably increased. Only a short time back the writer noted with great sorrow the death in action of Lieutenant Noel Graham, who had previously served in the 3rd Battalion, and had been present with it at Strensall in 1900, before going to the front. He was a fine specimen of the British officer and gentleman, a type which has always abounded in the Northumberland Fusiliers, a corps more conspicuous throughout for good form and fighting quality than for mere swagger and ostentatious self-assertiveness.

Reverting to the 3rd Battalion, it is interesting to note that this is largely recruited from Tyneside, a region where they grow good men who make right good soldiers, but who, in their early days of soldiering, sometimes want a pretty firm hand to keep them in order. That is one direction in which old regimental traditions of the right sort are wonderfully effective. It is astonishing how soon the leaven of old soldiers in a newly-formed battalion inculcates the good sound principle that such-and-such performances are not the sort of thing that "ours" tolerates, and that if they continue there will be trouble of the most troublesome sort. Old soldiers are not an unmixed blessing in such circumstances, but they certainly do good in perpetuating traditions of smartness and discipline and unquestioning obedience which it might otherwise be difficult to maintain. By this time those who were raw recruits at Strensall two years ago will have got completely rid of youthful exuberances, and have settled down in a true soldierly groove of conduct such as will render them perhaps still better guides to the latest joined than were the old soldiers from whom they themselves learnt how to behave like Northumberland Fusiliers.

The 3rd Battalion of the "Fighting Fifth" is commanded by Colonel W. E. Sturges, who has seen service in South Africa, and was with the Northumberland Fusiliers at Stormberg. Under him the battalion is likely to become a good shooting corps, for he is a musketry expert, and was for some years Deputy-Assistant-Adjutant-General of Musketry in Bengal and the Punjab. His adjutant, who is seated on his actual right in the picture, is Captain Moulton-Barrett, who was present with the 5th Fusiliers in the advance on Khartoum and the battle of Omdurman. Several other officers of the battalion, as will be noted, wear medals for active service.

Photo. Copyright. Debenham.

OFFICERS, 3RD NORTHUMBERLAND FUSILIERS.

Now on their way to guard Boer prisoners at Antigua.

Reading from left to right the names are—Back row: Second Lieut. Foster, Second Lieut. Percy, Second Lieut. Dashwood, Second Lieut. Waller, Second Lieut. Booth, Second Lieut. Leslie, Second Lieut. Holderness, Second Lieut. Ovens, and Lieut. Willans. Middle row: Lieut. and Quartermaster Cornwall, Capt. and Adjt. Moulton-Barrett, Col. Sturges, Maj. Dill, Capt. Lethbridge, and Capt. Toppin. Front row: Lieut. Cruddas, Second Lieut. Bonham-Carter, Second Lieut. Hart, and Second Lieut. Higson.

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PRACTICE WITH A 7-POUNDER IN THE TRANSVAAL.

A BRIDGE IN ASHANTI.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

IT is impossible here to do justice to Captain Mahan's monumental article on "Motives to Imperial Federation," in the May number of the *National Review*, but it is equally impossible for the writer of these notes to ignore such a weighty contribution to the literature of Imperialism. A cursory glance must not be taken as evincing any want of respect for Captain Mahan and his latest expression of friendly feeling for Great Britain; on the contrary, even this passing reference should be regarded as proof that willingly would we have followed more closely an argument of such intense and absorbing interest, had circumstances permitted. In any case Captain Mahan's forcible association of the Irish question with the matter of Imperial Federation lies beyond the scope of these notes. But, beyond this, his article teems with strong thoughts and lucid inferences, and, written as it is by an American, with quite an exceptional grasp of European history and politics, it has the merit, even where the views put forward are not in any way marked by originality, of setting big truths in a light which no amount of Continental prejudice and annoyance is likely to obscure.

Especially is this the case with what Captain Mahan has to say about the feeling inspired on the Continent by "the recent striking outburst of blended national and Imperial sentiments in Great Britain and her Colonies, the display of unified enthusiasm sweeping over the various quarters of the Empire"—a matter in which from time to time we have had a good deal to say ourselves. But in dealing with such a question it would be difficult for any British journal, more especially one so frankly devoted to Imperialism as NAVY AND ARMY ILLUSTRATED, not to be a little partial. French and German and Russian writers might reasonably suggest that British enthusiasm would be liable to exaggerate the habitual Anglophobism of the meaner Continental journals into an expression of European alarm at a new manifestation of British sentiment. But no such taint of possible prejudice is attached to Captain Mahan's frank statement that the exhibition of Colonial oneness of feeling with the Mother Country on the subject of South Africa "has been an unpleasant surprise to the world at large." On the contrary, the very greatest significance must be attached to this impartial observer's estimate of the manner in which the unanimous offer of the Colonial contingents was met by a "corresponding unanimity of denunciation on the Continent." When the history of the war comes to be studied by posterity, the careful student will not forget these words of the distinguished American commentator, whose previous writings had gained him a world-wide reputation for insight and sagacity.

An equal, if not greater, interest is attached to what Captain Mahan has to say upon the effect which the broadening and strengthening of British power by the progress of Imperial federation is having, and is likely to have, upon American opinion. While frankly admitting that in some quarters jealousy may be manifested, Captain Mahan points out, in words which deserve to be printed in gold, that for this there is no good cause. Troubles there have been in the past between the American Commonwealth and the British Empire—the studied juxtaposition of these two particular terms has a significance which will not be lost upon the careful reader—but "from the wreckage of past collisions and disputes" are emerging the permanent conditions, the ties of blood, the fundamental identity in language, law, and political traditions, which link us to the United States, and which are accompanied, except in the case of the Canadian frontier, by a clearly defined and wide belt of geographical separation between our respective spheres. All this should tend, says Captain Mahan, not only to make America view our progress towards Imperial federation kindly, but also to avert any misunderstanding which the consolidation of British Imperial interests on a very broad basis might incidentally engender on the other side of the Atlantic.

After this pleasant experience of "seeing ourselves as others see us," we can with greater safety turn to the natural and excusable chorus of self-congratulation raised at the recent annual dinner of the Royal Colonial Institute. This notable function was presided over by Lord Grey, and attended by a splendidly representative company, including such pillars of the Empire as Lord Strathcona, Lord Beauchamp, Lord Brassey, and Sir G. Taubman Goldie, and such distinguished sailors and soldiers as Admirals Sir E. R. Fremantle, Sir E. H. Seymour, and Major-Generals Lord Dundonald and Sir A. Gaselee. We cannot, of course, follow very closely the broad, and occasionally swift, stream of eloquence which the occasion produced, but there are one or two points to which it seems that particular attention may advantageously be drawn in these notes. One is the suggestion of Mr. H. Copeland, the Agent-General for New South Wales, who, in giving the toast of "The Queen, the Prince and Princess of Wales, and the other Members of the Royal Family," remarked that the chief Colonies would be greatly pleased if the four children of the Prince of Wales were given Colonial titles, the eldest son being called the Prince of Canada, the second the Prince of Australia, the daughter the Princess of New Zealand, and the youngest son the Prince of South Africa. There might be difficulties in the way of the institution of such titles, not the least of which would, perhaps, be the question of the manner in which they would in the future be handed down, but the idea is a very pleasing one, and, from many points of view, extremely sound and practical withal.

In this journal particular stress has always been laid on the strong hold which the personality of the Sovereign and

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the Royal Family has upon Colonial sentiment, and which has been so powerfully exemplified by the passionate outburst of Colonial feeling on the death of Queen Victoria, by the enthusiasm surrounding the recent Royal Tour, and by the warm devotion which has been manifested towards the King and Queen personally by those who have discussed the coming Coronation in Colonial Parliaments and other public assemblies. There is no question that a clear identification of a member of the Royal Family with one or other of the great Colonies would be immensely popular, and one cannot but hope that, at any rate, Mr. Copeland's suggestion will receive something more than post-prandial consideration. The possibility that some day a Princess of New Zealand might visit Maoriland is too delightful to be lightly dismissed.

Another point is that made by the chairman of the meeting in alluding to the approaching Conference of Colonial Premiers after the Coronation. There is no doubt that Lord Grey voiced a very general opinion when he expressed the hope that, not only would the Conference not rise until some step had been taken which would pave the way towards the future federation of the Empire, but also that its deliberations should not be conducted in secret.

Public opinion in regard to the Colonies is not only very much more educated than it was twenty years ago, but it is also in a fit state to receive further useful instruction. It would be an Imperial misfortune if such an opportunity were lost of improving our general knowledge of Colonial ideas and requirements, more especially at a juncture when, as Lord Grey so plainly put it, great changes are imminent in the relations between the Colonies and ourselves. It is as "unreasonable to expect our self-governing Colonies to continue to give their best blood in the needs of the Empire without enjoying some direct influence over Imperial policy" as it is for those Colonies to "expect to continue to enjoy the security afforded by our Fleet without contributing to its cost." But the solution of problems of this sort is certainly not best arrived at by any hole-and-corner discussion, and both the Colonies and the Motherland are interested in the demand that a Conference which is to deal with such vital matters should be as open and as superior to beaurocratic influence as the "Mother of Parliaments" itself.

The departure from Sydney of the detachment of Fijian Constabulary which is to visit England for the Coronation was marked by a very appropriate address by Mr. See, the Premier of New South Wales, and by a vigorous demonstration of loyalty on the part of the Fijians, who loudly expressed the hope that the British Government would remain strong for ever. This is very much as it should be, and certainly indicates a more brotherly feeling between Fiji and Britain than has at times existed in the past. Captain Bligh, for instance, who during his memorable voyage in the launch of the "Bounty" was chased by a canoe from one of the Fiji Islands in 1789, might have been consoled if, in some prophetic crystal, he could have seen the Fiji constable of little more than a century later preparing to attend the Coronation of the King of Great Britain and of Britain beyond the Seas, Fiji included!

AWAY TO THE WILD WHITE SOUTH.

IT must surely seem a little strange to many people that so much effort should have been spent, so many lives should have been sacrificed, in Arctic exploration, and that, nevertheless, the region of the Southern Pole should have been left almost unvisited. Until the expedition of Sir James Ross, no serious attempt had been made to penetrate the Antarctic mysteries. The "Challenger" touched the fringe of Antarctic exploration, but she was not fitted for serious work, nor was her cruise designed with that object. The truth is that for many years Arctic exploration was inspired by nothing else than a simple love of greed. The idea was that it would be possible to find a way round the north of America to "the Indies." It was in trying to carry out such a scheme—so rudimentary was the geographical knowledge of our forefathers—that Florida was discovered. But the idea that such a passage existed cost lives and lives; and long after it was known that such a passage, if it did exist, was impracticable, the search for it was pursued as a matter of honour, just as, after it was realised, the cult of the North Pole was introduced. What is to be gained by reaching the North Pole, assuming that the traveller knows when he has got there? Far better to observe the country in the neighbourhood, and to seek for any animals or plants which can exist under such terrible surroundings.

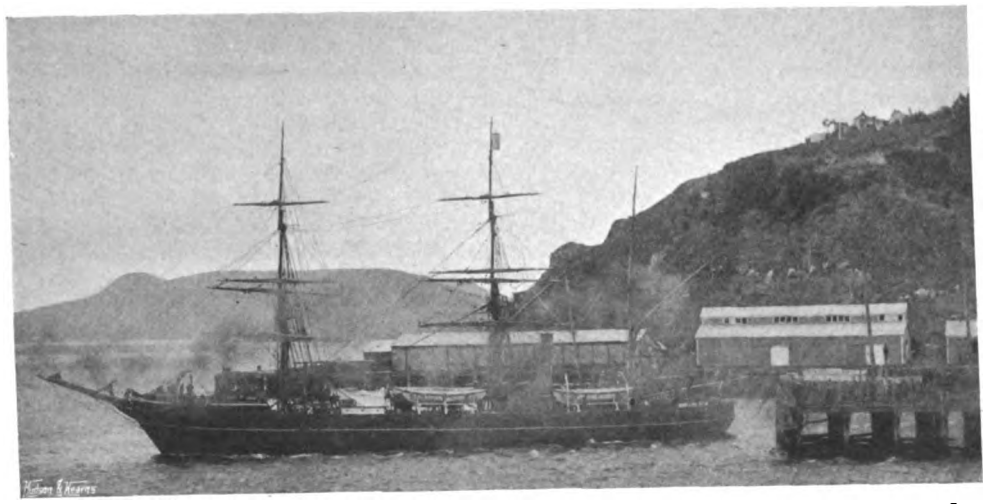

Photo. Copyright. Guy.

THE LAST TOUCH WITH CIVILISATION.

Departure of the "Discovery" for the Antarctic.

Nevertheless, in this search for the North-West Passage, we have one reason why Arctic exploration has so long held the palm from Antarctic. The glamour attaching to the early endeavours to find a route to India was transferred later to attempts to find a waterway to the North Pole; and, after all, the North Pole is nearer to European countries, and particularly to Britain, than is the South. This, perhaps, accounts, in more ways than one, for the preference which has been shown for Arctic as opposed to Antarctic exploration. It is from Europe and America that expeditions have sprung. The North Pole lies, as it were, at the threshold of these two Continents. It is so near, and of late years the attempt to reach it has become a sort of religion. And yet the South Pole is far more interesting, perhaps in proportion to its isolation. For it is isolated, and there is nothing more remarkable in geography than the way in which land stretches away towards the North Pole, and may possibly even reach it, while the South Pole and its surroundings—whether of land or ice—are separated by many miles from the nearest land. A map hardly conveys to the observer a sense of the isolation of the Southern White Land to which the "Discovery" has gone—unless the reader of the chart be a little bit above the average. The interest in Antarctic exploration among civilised nations is a plant of recent growth. It has taken root, but we are not sure that even now it is flourishing as strongly as it ought to do. The English whalers, who went southwards in 1892, did not cross the Antarctic Circle. Then the "Belgica" wintered in the Antarctic pack, and in 1894 the "Antarctic" spent some time in exploration. The next attempt was that of the "Southern Cross," commanded by Mr. Borchgrevink, and this vessel carried out systematic exploration, and an expedition from her reached the most southern latitude yet attained. The "Discovery," which is shown in our picture leaving Port Chalmers, New Zealand, on her fateful voyage of discovery, will, we may fairly hope, extend the information acquired by all these antecedent voyages. Her skipper, Captain Scott, is a naval officer of well-known scientific attainments, and he is well supported by his officers, and the picked men who form his crew. A relief ship is, we believe, to be sent out, and there are other expeditions exploring the same region, so that a certain amount of co-operation is conceivable. That this co-operation will take place if practicable is certain, but we know so little of the region in which the explorations are being conducted that no one can say what are the chances for or against the meeting of the various expeditions. At any rate it is permissible to indulge in high anticipations as to results. An isolated Australia has yielded some strange types of animals resembling those extinct in Europe in pre-historic times. If there exist any *fauna* and *flora* in the ice-bound regions surrounding the South Pole, may we not anticipate that they will be cognate to species now extinct in Europe rather than to those with which we are familiar to-day?

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POLYLOGUE,

WHICH IS ONLY HALF A POLYLOGUE, AND THE OTHER HALF A DRAMA.

By THE PADRE.

(SCENE: *The big pool, half a mile long, in front of Dan Fraser's Hotel (now a New York fishing club-house), at junction of Restigouche and Metapedia Rivers.* DATE: *The seventies of last century.* TIME: *Early morning in July.*)

(*Military Padre, just arrived from Halifax, N.S., sitting on inverted biscuit-box, in centre of birch-bark canoe. Two Mic-Mac Indians with him—one at stern, the other at bow.*)

CAPTAIN CASTWELL (*of the 200th Fusiliers, coming alongside in another canoe*): Well, how are we getting on?

PADRE: Oh! please tell me, is this the right fly? I haven't had a rise yet.

CAPTAIN C.: Let's look. Jock Scott—yes, that will do Good fly all round. Try a Fairy if the beggars won't come, and a Durham Ranger is useful for a change. Show us your fly-book, and I'll pick you out the most likely lot.

PADRE: It's shaky work, standing up. Rather an awkward canoe, isn't it?

CAPTAIN C.: It's the man who's in it, my dear fellow. We all feel like this at first. All serene when you're used to it, like tight-rope dancing or tobogganing.

PADRE: Oh, don't go yet! What am I to do when a salmon rises? Shall I strike at him?

CAPTAIN C.: Won't have time. The beggar will be on your hook before you know it. If he misses or won't take hold, get your fly away, reel up quickly, sit down, and smoke for three or four minutes; then try again.

PADRE (*nervously*): I'm all in a fidget! Never imagined I should feel like this! And these Indians worry me so—talking to each other! I can't understand them, of course, but I keep fancying they are poking fun at me and my duffer casting. It's awfully annoying not to know.

CAPTAIN C.: Oh, bless you, they don't understand their own gibberish half the time themselves! Well, ta-ta! Good luck! Now, Swasson—Peter—paddle on, all!

(*And he goes a couple of hundred yards further down.*)

PADRE (*to himself*): Begin with short line; cast first to left, then to right, and let fly go well down stream; bring it smartly back; let out six feet or so at a time, and try gradually as long a cast as you can. Well, I've done all this. (*To Indian at stern*): Now, Polycarp, what am I to do now?

POLYCARP: Try other fly—Silver Doctor.

PADRE: Captain Castwell said nothing about this sort; but all right! Here, put it on for me, please!

(*Polycarp sits upright, and changes the fly. Padre, glad of rest, subsides on box, lights his pipe, and tries to realise that he is really salmon fishing, and really going to catch a huge forty-pounder. Suddenly he grows excited, and starts up, to the near upsetting of canoe. The bending rod in the other canoe tells its tale. Captain Castwell is "on to" a fish Look! There it goes in the air! And again!—and again! Now the Captain and his canoe go after it. The Padre almost sobs in wrapt excitement, and Polycarp, who has seen a few thousand salmon played and landed, not to speak of the other thousands he has hooked or speared, himself, grunts, and only condescends to turn his head for a moment towards the scene of action. The Captain is going to the bank. He jumps upon a shelving beach beneath the trees. The rod bends and bends. There is a long pause. The Padre cannot tell, at this distance, where the line enters the water, but suddenly one of the Indians seizes the gaff, and runs a few yards along the water's edge, crouching low and with head bent as one intently watching something beneath. The Padre looks at the Captain no longer, but strains his eyes towards the spot where that gaff is held for an instant motionless. There! The next moment it is pushed forward, downwards, back, and the fish, surely ridiculously small—but then, at this distance, who can tell?—is drawn struggling to the bank. The other Mic-Mac has got some sort of club, and with it gives the coup de grâce. The Captain hands his rod to him, and stoops. Now he holds the fish up, and it apparently requires both his hands to lift. Small? No, indeed! A whopper—ever so long! The Padre gasps. His pipe (fortunately only a corn cob) falls from his mouth, and his rod from his hands, which he uses incontinently to clap, while he shouts his loudest "Hurrah!" perfectly inaudible to the Captain and his men.*)

POLYCARP (*who has received the rod on his shoulder, and is really, for an Indian, very much astonished at this burst of enthusiasm*): Ugh! Plenty salmon more! Best catch one for self.

PADRE: Yes, certainly I will! Give me the rod! Let's go to work! I'll catch a fish, or——

(*Can't find an alternative strong enough. Casts to right and left bravely—a veritable descendant of St. Peter.*)

(*One p.m. Lunch at Dan Fraser's. Long wooden shanty, added on to the hotel itself. Fishing pictures on the walls. Table running the whole length of room. Appointments of the plainest. Salmon ad lib. Beefsteak of consistency and toughness like unto a saddle flap. Blueberry pie—otherwise flat paste-covered tart. Tea, without which no Canadian meal is complete. The same fare to be repeated at dinner, later on.*)

CAPTAIN C.: Hallo! tell me, someone, what's this I hear of the Padre coming to grief?

DOCTOR GALLIPOT (*Army medico from Halifax; no military titles given to the Medical Department in the seventies*): 'Gad, I'm the "someone" who can tell you! I was fishing in the middle of the Big Pool——

NEW YORK STOCKBROKER: In that tarnation big scow of yours, doctor?

DOCTOR G.: The Padre may thank his stars it was a "scow," as you call it, and not a gimcrack canoe. Well, I was fishing away, when I heard shouts from lower down, and there I saw a couple of Indian heads bobbing up out of the water, with the round bottom of a canoe between them—a head at each end of it, while across the middle—and how he held on I don't know—was the upper half of the Padre's body, and all around floated caps, paddles, a biscuit-box, and other trifles. Never talk to me again of the noble red man's fortitude; how the beggars were yelling!

NEW YORKER: And the reverend gentleman?

DOCTOR G.: No, to do him justice, he was only slanging the others.

NEW YORKER: A few cuss words, eh?

DOCTOR G.: Didn't listen particularly. Of course, I left off fishing, and followed them——

CAPTAIN C.: Weren't they anchored?

DOCTOR G.: No, the rope broke as the bow Indian was hauling up the stone, and that was how they capsized.

NEW YORKER: Jehoshaphat! They were drifting, sir, and yet you overtook them with your Noah's Ark!

DOCTOR G.: That "Noah's Ark" saved three lives! They had got to the top of the Bridge Rapid when I came down to them, and my punt was steady enough to allow of their laying hold without upsetting it; and I took them all in, and brought them safely to shore.

NEW YORKER: Bully for Noah! I stand drinks, sir, to you and any of these gentlemen who will adjourn to my room when they have got their teeth through this ox-hide.

(*Door opens. General chorus of "Come along, Padre!" "How do you like canoeing?" "Whose clothes have you bagged?" "Drunk up all the Restigouche?" "Going to bury your Indians?" "Had about enough of fishing, eh?"*)

PADRE (*replying to the last question*): No, indeed, I shall not give in till I've killed a salmon—not if I——(*Pauses for a sufficiently strong conditional.*)

CAPTAIN C.: Not if you drown first, or use the whole Mic-Mac tribe for bait! Bravo, Padre!

NEW YORKER: Wa-al, sir, you had best go shares with this medical gentleman in his scow, or hire "Great Cæsar's Ghost," which, I calculate, is just a shaving or two larger.

(*Now "Great Cæsar's Ghost" is an enormous and veritable Noah's Ark, precisely like the Thames house-boat of the present day, in the rough. It is used by the lessees of the river, and their most distinguished guests, as a floating hotel. Doctor Gallipot is justly offended, and does not adjourn to the New Yorker's room; but the Padre does, and pluckily goes off, later on, in search of his salmon.*)

(*Five p.m. It has been secretly arranged by the fishing fraternity that the most likely stretch of water shall be left to the clerical fisherman for the evening. Polycarp has accordingly been directed where to take him.*)

PADRE: Fish very carefully, do you say, Polycarp? Just along the edge of that troubled water, where it——Oh, dear! my fly *will* go flop! There, that's better, isn't it? Look, I'm surely on the right spot now! I wish——Oh! oh! what's that?

(*Crur ur-ur-ur! crick-rick-rick! goes the reel. A whirl in the water! A rush of something at the rate of a hundred miles an hour! Out goes the line! Padre stands helplessly!*)

POLYCARP: Sit down.

Padre sits.

POLYCARP (*to his brother Indian*): Lipsahdoo! (*or a sound like it*).

(*The stone is lifted and hauled in. Each Indian seizes his paddle.*)

PADRE: Oh, tell me what to do!

POLYCARP: Reel all can! Sit quiet! We do rest!

(*Salmon, after going, as the Padre thinks, some twenty miles, leaps high in air.*)

POLYCARP: Down rod! Now up! He leap, you lower; he fall, you raise!

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(*Padre endeavours to obey. Fish gives up gymnastics, and comes rushing towards canoe.*)

POLYCARP: Reel, reel!

(*He and his comrade paddle back, and towards river-side, for all they are worth. Fish goes right about turn again, and is off down stream. Canoe follows. Padre's heart thumps against his ribs like a steam hammer, but he reels up and lets go according to orders. Five minutes more, and the canoe is brought to shore. Padre lands staggering, with trembling legs, on a pebbly bank. His left arm is numb with the strain of holding the rod. He is breathless with excitement. If the reader doesn't sympathise, he has never played his first salmon.*)

POLYCARP: Now lift rod! Reel hardest can!

(*The line comes nearer—nearer—nearer still; the gut begins to show above water, knot after knot;—then—oh! here is the back of a long big monster—to the Padre's bewildered gaze a regular shark—and only this bit of slender gut to hold it! His heart leaps to his mouth, and his mouth is dry, and he couldn't speak to save his life! Now the huge thing comes closer and closer! "Go back—back!" cries Polycarp, motioning with the gaff. Yes, he has dropped his paddle, and taken the gaff! Oh! if he would only use it at once, and—— The Padre steps back, the fish is almost alongside the bank, Polycarp has the gaff ready outstretched, and is just about to make the fatal swoop, when—— How it happens the Padre will never know, and doesn't ever want. He never thinks of that awful moment without getting rid of thought as quickly as he can. The strain relaxes! The rod straightens! The line hangs limp! The fly has come away! The great fish lies motionless on the surface of the water for a moment! Polycarp makes a rush forward, wetting himself to the knee, and tries with the whole length of his arm to gaff it! No use!—just an inch or two short! And, with the slightest movement of his tail, off goes the liberated salmon! The water closes over him!—"Thou art so near and yet so far!" He is lost—lost—lost! The river, the trees, the hills, the very air, all seem to shriek out, "Lost!" The lumberers who are logging across the water appear to echo the word in mockery—"Lost!" And all the casting and waiting and trouble and agony and suspense to be gone through again before he, the unfortunate Padre, can find and land another!*)

POLYCARP (*after a minute or so*): Try again.

PADRE (*fiercely*): Hold your tongue! Don't speak to me!

(*Stands as if turned to stone. Polycarp and his comrade squat on the bank, smoke, and converse with each other in low gutturals. What is a salmon, taken or lost, to them?*)

PADRE (*after fully ten minutes*): If there was anyone here who would use bad language for me, I'd pay him for half-an-hour of it. Perhaps one of you two can say a curse for me in Mic-Mac, which will be better, as I sha'n't understand it.

POLYCARP (*solemnly*): Mic-Mac have no swear words. Use white man's swears.

(*Two days later. Miss Margaret Stewiacke, reading letter from Padre in the privacy of her chamber, South East Street, Halifax, N.S.*):

"MY EVER DEAREST MAGGIE,—I have got a salmon at last, after losing the finest and largest one ever seen in the Restigouche. This one is only eleven pounds, but it gave beautiful play, and I am so proud and happy! It has been packed in ice, and has gone by train to you. When you look at it and eat it, think of me, and how my kisses go along with every mouthful. Oh, happy salmon to touch those lips! Soon I shall hope to imitate its example, but not until I have at least one other fish to bring with me.—Ever, my darling love, your very own, ALFRED."

(*From which it may be surmised that the Padre has been himself hooked, played, and, it is to be hoped, safely landed.*)

THE WANDERER'S RETURN.

IT has always been our endeavour in the pages of this paper to illustrate some of the manifold phases in the lives of Jack and Tommy and Joe the Marine. And even those who only know what it means to go away from home for a fortnight's holiday every year, can hardly fail to be touched by the picture we give here of "Jack's Home-coming." What real meaning it will have, therefore, for hundreds of wives and mothers, sweethearts and sisters, in all parts of the kingdom, who are perhaps looking eagerly forward to the happy day when the loved one will be once more with them, or who are still rejoicing at his safe return. In the case of this particular "Jolly Jack Tar," the joy of his parents must be great indeed, for he is to all appearances an only child. Perhaps the thoughts of the rugged veteran, standing on the threshold of his little home, have flown back to those early days in his own career when he too rushed into the loving arms of his mother on his safe arrival from a long commission. Or perhaps, again, his memory takes him back to the day when he found himself the father of a son and heir, and the plans he made to get the boy into the Service he had himself adorned. Now it has all come to pass, and here is Jack come home again with many a long and stirring tale to tell of fights and derring-do in far-off seas. Perhaps—and it is not too much to suppose—he has seen service in South African waters, and was in Ladysmith in those dread days of doubt and uncertainty. How anxiously his loving mother scanned the daily papers, and how often her heart gave a little jump, half laugh, half sob, when she found his name was not among the killed or wounded or missing. And then came his letter, the first for weeks, telling of the terrible times they were having, and of how he had not up to then got so much as a scratch. Then from that mother-heart went up a simple prayer of thanksgiving for the safety of her boy, and with lightened heart and cheerful face she went about gaily talking of the day when Jack would be back once more. Next came the news that he was ordered home, and then how wearily the days dragged by. She counted the hours, almost the minutes, and went twenty times a day to see that his little room was all ready for him, everything spick-and-span and in its proper place. And now he is home again, and as he draws the frail little form into his manly arms, he forgets for the moment everything, pain and toils, thirst and hunger, hopes and disappointments, in that one long loving embrace. He is home. Then follow the long talks about all he has seen and done, his father sitting on the one side with his pipe and his glass, and his mother on the other with her knitting or her needlework; and so the happy days of leave slip by almost unnoticed till the day comes when Jack must rejoin his ship. Then off he will go to serve his King and country in peace or war. And bravely he will do it, too, we may be sure.

Photo. Copyright. *Slater.*

JACK'S HOME-COMING.

A gay day for the happy little homestead.

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ON BOARD SIR JOHN FISHER'S FLAG-SHIP.

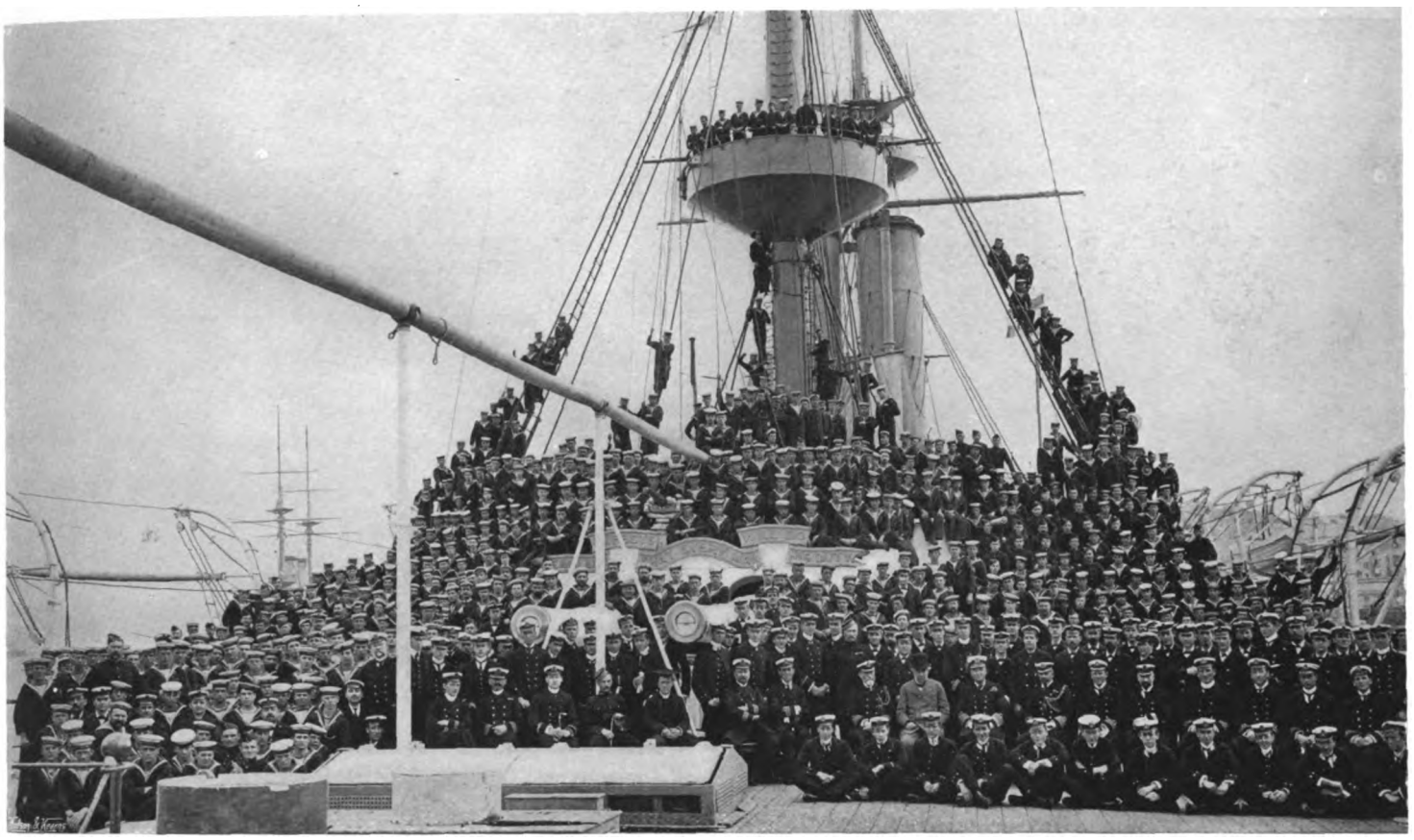

Photo. Copyright. *Malisa.*

LORD GOSCHEN'S VISIT TO THE "RENOWN."

A striking souvenir this of the recent visit of the ex-First Lord of the Admiralty to the Mediterranean Flag-ship. Admiral Sir John Fisher and the officers and ship's company of the "Renown" are here effectively grouped round their honoured guest, the latter, we may be sure, well pleased to renew his former Naval associations.

THE EMPRESS OF INDIA'S OWN.

Photo. Copyright. *Carleton.*

THE DRUM-HORSE OF THE 21ST LANCERS.

It is to be doubted whether this stately quadruped took part in that splendid charge at Omdurman which won the 21st Lancers imperishable renown, and contributed materially to their acquisition of the proud title that now distinguishes them. But, in a more peaceful environment, the subject of our picture is a credit to the corps and to its own important *rôle*.

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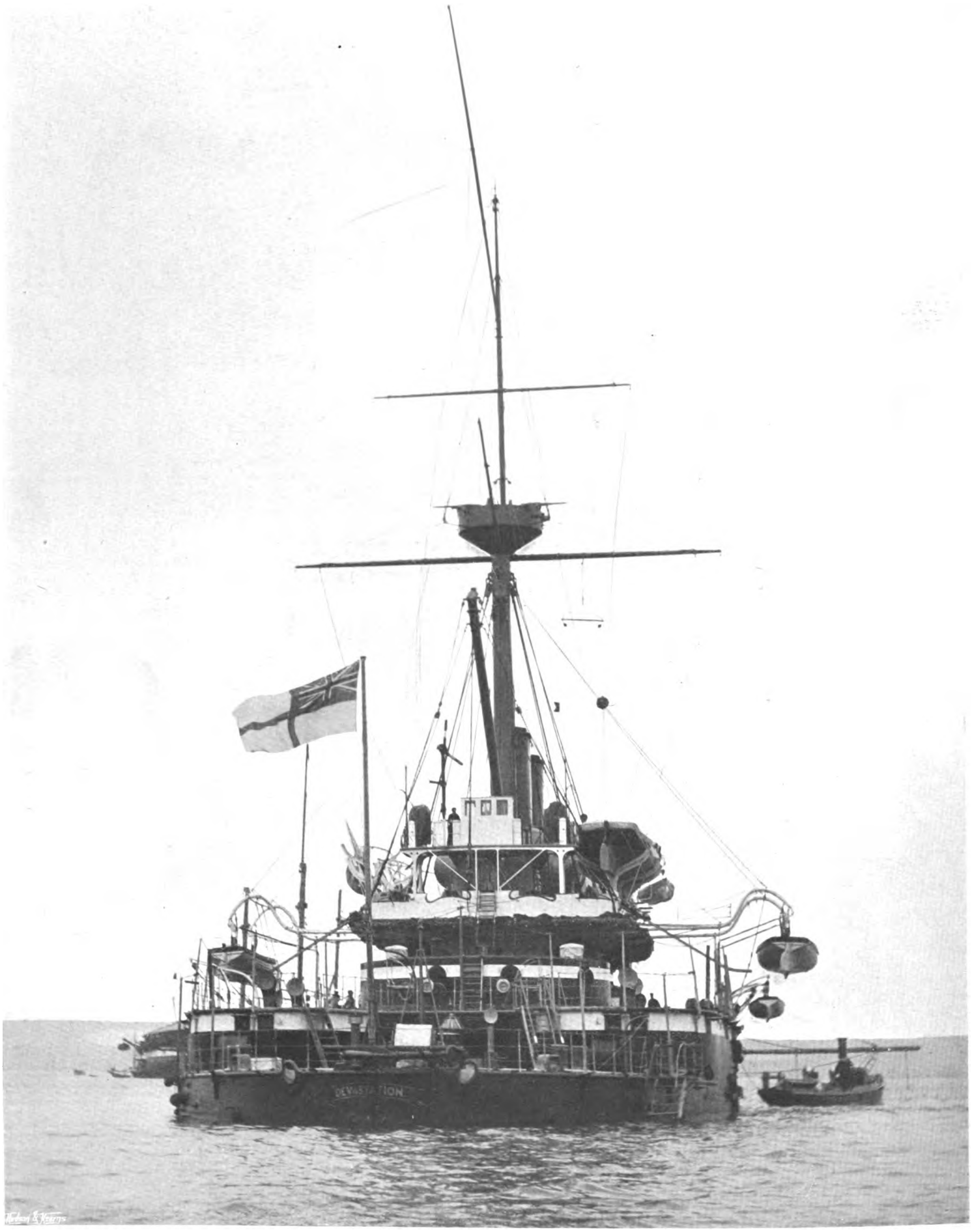
AN OBSOLETE IRONCLAD.



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THE "DEVASTATION."

Returning from service at Gibraltar.

The "Devastation," which has just been relieved by the "Irresistible," was one of the earliest ironclad vessels to be built in a public dockyard, and she excited at the time considerable attention. She was thought by many to be too heavy, and sarcastic jokes were made about her weight. The dockyard was placarded with large posters, evidently prepared by some waggish hand. These gave notice to all and sundry that letters for the lately-foundered "Captain" were to be addressed to the "Devastation" for delivery. She has, however, done thirty-one years of service, and may even yet be turned to some useful purpose in connection with the art of sea warfare.

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THE FRENCH ARMY OF TO-DAY.—I.

PIOUPIOU.

How the French Soldier of the Line Lives and Works.

THE French Army of to-day is the most democratic in the world. Practically all exemptions have been abolished, and, with the exception of the criminal classes, who are found work elsewhere, every able-bodied Frenchman, whatsoever his rank or degree, undergoes a thorough military training. By the new law, which came into operation on November 1, 1889, the whole period of liability to military service was increased from 20 to 25 years. The age at which liability begins is, as before, 21 years, but the regular periods of service stand as follows: 3 years in the standing army, 10 in the reserve of the standing army, 6 in the territorial army, and 6 in the reserve of the territorial army. The first-named is, of course, the period of real soldiering "with the colours," but exceptions are made as follows: The eldest son of a widow, or of a blind father, or of a man who has reached the age of 70 serves only 1 year; the eldest son in a family of seven, or he who proves himself to be the support of his family, enjoys the same privilege; while a year's service is only demanded from those who are studying to become painters, priests, teachers, lawyers, and doctors. Then, again, there are the volunteers—for men volunteer even in a country where military service is obligatory—who enlist for a term of 5 years. It is from this latter class of professional soldiers—"mercenaries" they are styled when describing an Army like our own—that France obtains her military backbone, the non-commissioned officers, who, when they have completed their term, are tempted to re-engage by the offer of liberal bounties.

In this article we propose giving some account of the life and training of the French infantry soldier of the line, excluding from it that of the Chasseurs à pied, Zouaves, Algerian Riflemen, etc., who also belong to the infantry force. There are 163 regiments of the Line, distinguished by their numbers, which run consecutively from 1 to 163. The first 144 and number 163, or so-called Sub-divisional regiments, are distributed amongst the 18 Continental army corps. The remaining 18, or Regional regiments, are disposed along the frontiers, and are specially intended to support the frontier corps and cavalry divisions on the outbreak of war. Each regiment consists of 3 or 4 battalions, each battalion of 4 companies, and each company is divided into 4 sections, the first 2 forming the first peloton or platoon, and the second 2 the second peloton. The company is the tactical unit, and its normal strength is 4 officers and 250 bayonets. The company is commanded by a captain, a mounted officer, who has under him a lieutenant, and a second-lieutenant, while there are also one or more reserve officers attached for training. Pioupiou knows his company commander by the nickname of the "old man." The battalion is commanded by a mounted major, and the regiment by a colonel, of course. The non-commissioned officers of the company are as follows: The adjutant, who is a typical old soldier, and a lineal descendant of the grizzled, fire-eating, patriotic *sous-officier* of the Erckmann-Chatrian novel; the sergeant-major, known as the "double," on account of the

GOOD FOR THIRTY MILES.

Pioupiou in full marching order.

Photos. Copyright. *Nillson.*

WASHING DAY.

A familiar sight where a garrison town or encampment adjoins a river.

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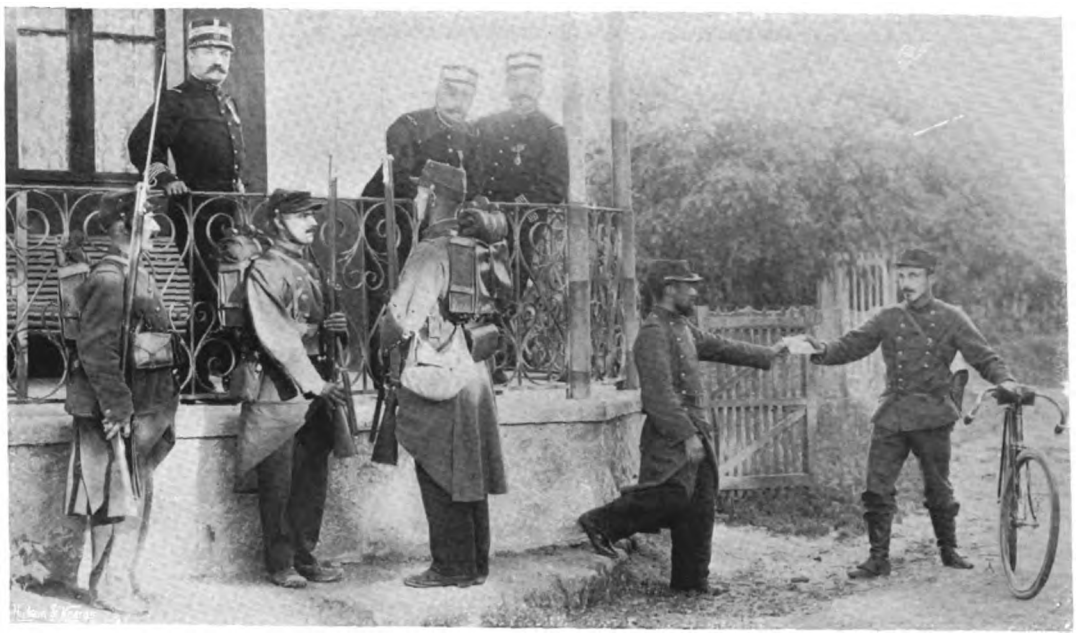
two gold stripes he wears on his sleeves; the *fourrier*, or quartermaster, who is nicknamed the "bread thief"; 16 drill-sergeants, being 4 per section; 2 musketry sergeants; and a score of corporals. The aggregate strength of a Subdivisional regiment is 62 officers and 1,591 rank and file; that of a Regional regiment, 51 officers and 1,560 rank and file.

In France the territorial system is not as thoroughly systematised as it is with us, but, as far as possible, a man is allowed to serve in his own neighbourhood, which procedure, besides being popular with the men, is economical for the Government—it is calculated to save the latter one meal a day. On joining, the conscript is bathed, medically inspected, and revaccinated, after which he draws his clothing. The uniform consists of a tunic, jacket, great-coat, trousers, képi, and shako. The tunic is a dark blue, double-breasted coat, with a yellow collar, with dark blue edging. At each corner of the collar is a patch of dark blue cloth, on which is sewn the number of the regiment, stamped out in yellow cloth. The jacket is dark blue. The great-coat or capote is of bluish grey cloth. The latter is a pre-eminently serviceable article of clothing, being warm in winter, cool in summer, and an excellent covering for the night. The trousers are of madder colour, without stripe, and cut very full. The képi is of madder, with dark blue band, and the number of the regiment in front. The shako is dark blue, with band of yellow braid round the upper edge, and two narrower bands of the same colour in an oblique line on either side. The pompon consists of two spheres one above the other. The upper sphere is scarlet, the lower, dark blue for the 1st Battalion, madder for the 2nd, and yellow for the 3rd. It has in front the number of the company in copper figures. In front of the shako, under the pompon, is a circular cockade in metal, painted the national colours, and below it is a metal plate in the shape of a grenade. Large scarlet epaulets are worn with tunic and capote. The boots are of the ankle pattern—*brodequin Napolitan*—and high white spats are worn with them. Two brown drill suits, special boots for Sunday, gloves, and fatigue caps complete the linesman's kit.

During the first year of his military career the young soldier is known as a *bleu*, in contradistinction to the term *ancien*, applied to him after that period. Every line regiment has one flag, and a picturesque function is the presentation of the *bleus* to the colours. This old custom, which, however, is not followed everywhere, takes place at a commanding officer's parade. The drums and bugles sound the rally "to the flag," whereupon the colour party is surrounded by all officers and old soldiers who boast a decoration or medal. The young officers then march up and are formally presented to the flag by the colonel, who also touches each lightly with his sword and kisses him. Next, the recruits, without arms, come and stand in a semi-circle before the flag, whilst the colonel delivers a patriotic speech. The "presentation" is followed by a half-holiday, during which the flag is exhibited in the *Salle d'Honneur*, with a guard. Round it are grouped all the souvenirs of the regiment, pictures, relics, photographs, etc., and the glorious associations of the regiment are expounded by the company commanders.

In barracks a section occupies a *chambrée*, which contains the quota of beds, a stove in the centre, and a table with benches. A corporal commands each *chambrée*. The men feed, however, in refectories or dining halls, not in the *chambrées*. The French "Tommy Atkins" gets three meals per day, the daily ration allowance per man being 1½-lb. of bread and 10½-oz. of meat. First, he has black coffee and bread at réveille; followed at about ten o'clock by *soupe*, which consists of *pot-au-feu*, composed of boiled beef, broth, and vegetables. The chief meal of the day is dinner, at five o'clock, for which the company *chefs* prepare a savoury stew of meat and vegetables. Although military cooking has been brought to an appetising degree of perfection in France—which circumstance is not extraordinary in the case of a nation that ranks cooking as one of the fine arts—the men supplement their fare with delicacies from the canteen. Obligatory service means that in every section there are a few men comparatively well off, and it is etiquette for the latter to share everything with their poorer comrades. If the canteen had to rely on the soldier's pay alone, trade would indeed be slack. Piou-piou gets only one halfpenny a day, paid every fifth day, and accompanied by a little homily against extravagance.

The life of the French linesman spells plenty of work. Rising at five o'clock, he has four hours of drill, gymnastics, musketry instruction, or route marching before *soupe* time; and in the afternoon these exercises are repeated. The recruit fires his course with the old Gras rifle, after which he is promoted to the service weapon, the Lebel. The French Army has ever been famous for its splendid marching, hence route marching is considered the most important of exercises, the distances covered being gradually increased till the men think nothing of turning out for a 30-mile spin. These marches are always carried out in full marching order. The infantry equipment consists of black leather waist-belt, with two cartridge pouches, black canvas knapsack, containing brushes, underclothing, pair of shoes and gaiters, two days' rations, and the cartridges not carried in the pouches; rolled great-coat on the top of the knapsack, with *tente-abri* and



BEFORE THE OFFICERS' QUARTERS.

Changing sentries and arrival of a despatch.

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THE MOUNTED OFFICERS.

The colonel and company commanders of an infantry regiment.

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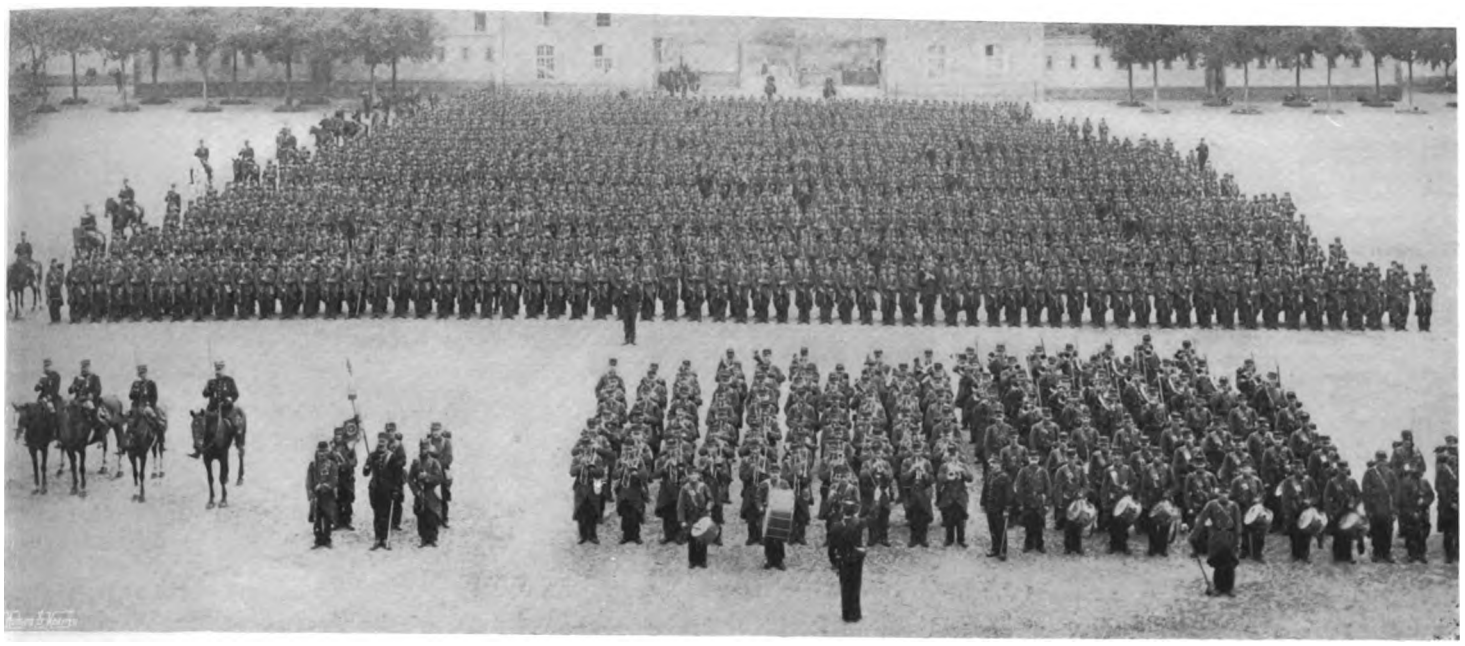


GENERAL SALUTE.

The infantry regiment drawn up in review order for the annual inspection.

cooking vessel—one for every four men—and water-bottle and haversack slung over the shoulder.

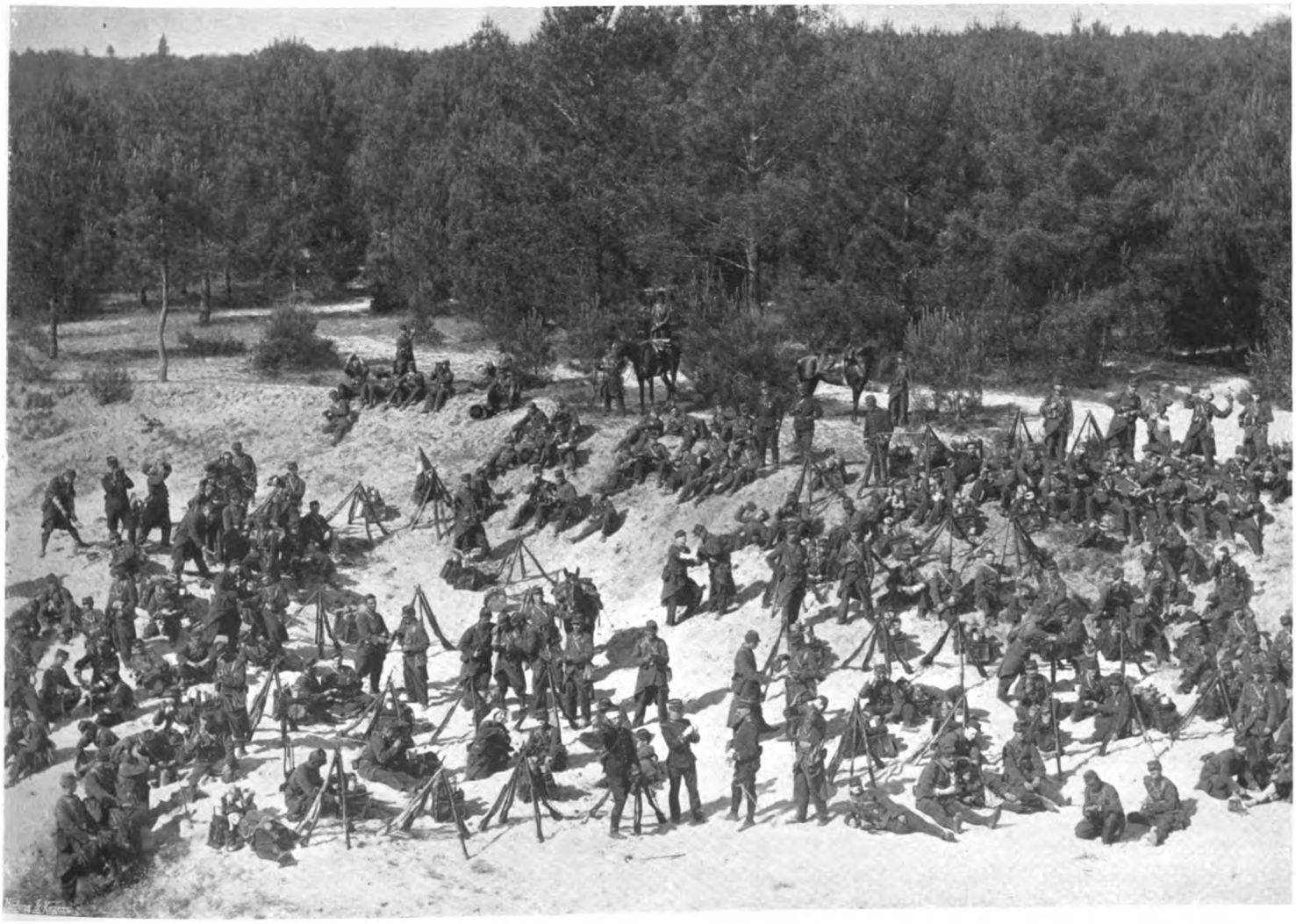
There is always a kit inspection or review on Saturday. For the General's inspection the floors of the barrack-rooms, hospital, etc., are waxed with bottles till they are as slippery as ice. The regimental hospital is beautifully clean and superbly equipped, and when the French equivalent to a "brass-hat" is expected to pay it a visit the orderlies scent the patients' pocket-handkerchiefs.

The discipline in the French Army is very strict, but the stories about the alleged brutality of the non-commissioned officers to their men have no foundation in fact. The non-commissioned officer, however, has more power than his British contemporary; for example, he is empowered to award "C.B." up to three days, but, probably, he will be deprived of this power ere long.

The washing arrangements in the French barracks are very complete. Once a week there is a bathing parade. Again, the French soldier washes his own linen, etc., usually in a river, if one is near, the operation being treated as a parade.

On passing into the reserve of the active Army, the men are called out for training by yearly contingents or classes, two classes being called out annually for 28 days. The men of the territorial army are summoned for 13 days' training during their service with that army.

We are afraid that the old, cherished theory of each French soldier having a Field-Marshal's bâton in his knapsack no longer holds good. Owing to the ever-increasing stiffness of the examinations, which have to be passed at every step, those of the rank and file who wish to take up the Army as a profession now experience great difficulty in rising above the rank of lieutenant.



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INTERVAL FOR LIGHT REFRESHMENTS.

Infantry piling arms and resting at the autumn manœuvres.

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A PUNITIVE EXPEDITION.

PERIODICAL "expeditions," or small wars, have been frequent since our occupation of the Punjab. Sometimes these are affairs of small moment; occasionally, when commotion is widespread on the frontier, they assume considerable importance, and have of necessity to be pursued far beyond the frontier into that almost indefinable region where the inhabitants recognise neither King nor Ameer as their suzerain. The interesting peoples inhabiting these regions are a law unto themselves. The important person for the time being is he who has most fighting-men at his back, always provided that he has also a goodly store of arms and ammunition and a certain amount of tangible rupees. The meeting of Parliament is represented by a tribal jirgah or council. The honourable members of the outlying States are often represented by poor devils who are tired of fighting, and who are lugged into the debate willy-nilly. They invariably join the majority *pro tem.* The offices of Prime Minister, Archbishop of Canterbury, and Commander-in-Chief are thus merged in one person, generally a mullah or priest. It is etiquette to consider this high officer mad, so that extra weight may be lent to his interpretation of the Koran.

After preliminaries, a resolution is passed declaring that, "in the opinion of this House," the time has come to wipe England out of the field, and the proceedings break up with the wildest enthusiasm.

Hostilities follow immediately—that is to say, there are sudden raids on small outlying British posts, raids made on friendly people who have always treated the raiders well and who have provoked no quarrel. So sudden are these, and so unexpected, that they are sometimes successful.

A more refined stroke of diplomacy is to invite British officers to a friendly conference and to seize the opportunity for a base and cruel massacre, as was the case at Mazar in 1897. One of our pictures shows the monument erected to the murdered officers (since well avenged) in the cemetery at Datta Khèl. This cemetery was consecrated by the Bishop of Lahore in January, 1902.

A well-informed Indian officer states that it has been the earnest desire of the present Viceroy to keep clear of frontier wars during his administration of the Government. The Mahsud Waziris, however, forced even his forbearing hand. A blockade, generally effectual, failed to bring these turbulent people to order, and a punitive raid on their country became an absolute necessity. This was successfully carried out in December and January last, and the people are now paying a small indemnity and a fine of seventy breech-loading rifles. This they can do "on their head"; it is only a formal fine. Punitive expeditions are real harvests to these people. They get good roads made for nothing, and are paid double rates for their crops. We get the counter equivalent of a new batch of warlike and useful recruits. These swashbucklers are generally true to their salt whilst serving under the British flag.

THE FIRST HALT.
"Off coats—Roll up."

OFFICERS' QUARTERS.
Tente d'abri for two officers.

THE RANGE FOUND.
A gun of the Derajat Battery in action.

Photos. Copyright. *"Navy & Army."*
A RESTING-PLACE.
Graves of the Mazar victims and others.

Many of our useful frontier troops are so enlisted, and the officers who have to deal with them are specially selected for their knowledge of the frontier and the trans-frontier tribes. There is a story of one of the old Pathan regiments to the effect that an officer checked a man whom he saw to be taking aim after "Cease fire" had sounded. "What are you doing? Have you not heard the 'Cease fire'?" "Ah, sir! I see my father; let me have one more shot!" This is typical, "chestnut" as it is, of the feeling of these men. They are present-day representatives of the mediæval soldiers of fortune, who care not much on which side they fight so that they get fighting.

The steady march of the British influence is nowhere more manifest to the thinker than in the systematically gentle way which our power renders possible for the conduct of our many frontier expeditions. The soldier on the spot is naturally anxious to wipe out, root and branch, the race that is responsible for the cowardly murder of his comrades. The calmer diplomacy, studying matters from a distance, sees the foundation of lasting friendship in the quiet and masterful crushing of opposition. When resistance is seen by the wise to be useless, friendship—and often real devotion—follows. Murder and rapine are replaced by order and quiet—not all in a day, but with certain slowness. The gallant Sikhs subdued the men over whom they claimed suzerainty in a high-handed manner. A tax was due. The tax-gatherer took at his back some thousand cavalry, 5,000 infantry, and many guns. If this did not awe the villagers into submission, their villages were destroyed, as were their defenders. The young and good-looking women only escaped. This method was very effective for the time. Naturally, the number of prospective taxpayers diminished, cultivation was abandoned, and a lasting legacy of hate was left.

The Sikh power has disappeared—the British remains.

One regiment certainly is composed almost entirely of trans-frontier Pathans, and they have proved their steadfastness. Their success has been greatly due to their first commandant, Lieutenant-Colonel Graves, an officer with a great belief in the soldierly quality of Pathans, and a man who has studied the Mahomedan character thoroughly.

The present form of the so-called punitive expedition is designed more as an exhibition of force than as a retributive measure. The Government desires it to be a cause of letting the more astute of the tribesmen see on which side their bread is buttered and inducing them to become quiet neighbours, even though they do not desire the citizenship of Britain. Nevertheless, the officers and men who are engaged in these little wars have to undergo hardships and dangers which many who have been through great wars have never experienced.

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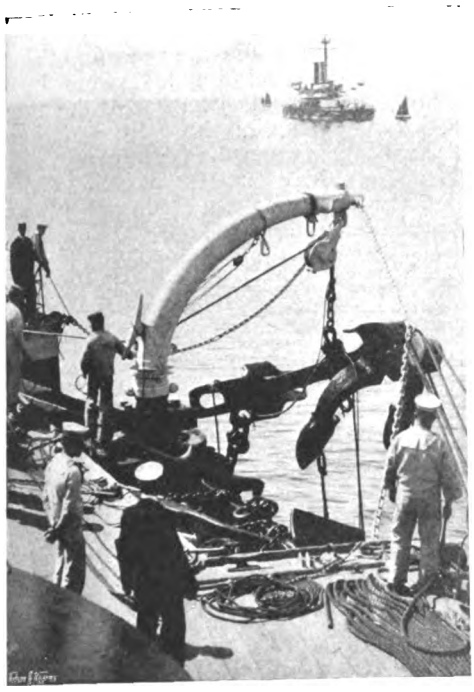

WEIGHING ANCHOR.

A SMYRNA STREET—CAMELS COMING IN FROM THE INTERIOR.

ROUND THE WORLD.

Per Mare, Per Terram.

By UBIQUE.

THE PRINCE OF WALES dines this week at the Whitehall Rooms with the officers of the Royal Marines to celebrate his appointment as Colonel-in-Chief of that famous corps. The Prince was appointed to the distinguished position in January, 1901, but his great cruise through the Empire, and other calls upon his attention, have prevented the honour from being celebrated fittingly by a social meeting until the present time. The Duke of Edinburgh, reigning Duke of Saxe-Coburg and Gotha, was honorary colonel of the Royal Marine force until his death, and it was with particular gratification that the Marines heard our Sailor Prince was to be their "Colonel-in-Chief." No more efficient military body exists in the world than the Royal Marines, whose motto, "Per Mare, per Terram," indicates their varied duties and service. The Prince of Wales, long known to us as the Duke of York, is appropriately associated with the force, because it originated in 1604 in the Duke of York and Albany's Maritime Regiment of Foot. The Royal Family has always been deeply interested in the Royal Marines, and many are its members who have concerned themselves in the welfare of the corps. Among all the controversies that have arisen as to the right function of this excellent Naval force, there has been a universal consensus of opinion as to its high value. It would be difficult to imagine the British Navy without its Royal Marines, and long may the corps flourish, and long continue its association with His Royal Highness the Prince of Wales!

WE have just had the gratification of welcoming the presence in British waters of the finest squadron which the German Emperor has ever sent to sea, under command of his brother Prince Henry, who has won golden opinions among us. It was a little unpleasant to find, in some public prints at the time, the expression of an opinion that Germany is the ultimate enemy of this country, and that the German Naval forces are directed against our own. The assumption is not altogether warranted by facts. Great Britain has for centuries responded to a great political necessity in the world, just as Austria-Hungary does in the European situation, and things which are necessary have the strongest tendency to remain. The interest of Germany is not to make enemies of us, and it would be foolish to attach too much importance to the visionary ideas expressed by the extreme spirits of the Pan-German League. It would be interesting to know on what grounds it has been asserted that Germany is constructing at Emden docks capable of embarking 300,000 men, with the object some day of securing command of the North Sea for a week and landing her army corps in Yorkshire. Such statements are not conducive to international amity. It is, of course, true that the German Emperor has learned the value of sea-power, and desires to place his country in such a position that she may be able by sea as by land to exert her influence in the world. It is our duty to be ready for every eventuality, and to make sure that our own influence and power shall be predominant, for the maintenance of our Empire and for assuring the inviolability of our shores. But in all this there is no suggestion that the Germans are creating their Fleet as a menace to this country. They are expanding their resources for the strengthening of their own, and so long as a community of interests exists, and the British Navy is kept at that level of strength which we have set ourselves to maintain, there need be no fear for the continuance of good relations between the two countries.

CAPTAIN MAHAN has lately been saying excellent things in regard to our Imperialism, and has given solid grounds for the belief that the recent impressive outburst of blended National and Imperial spirit in Great Britain and her Colonies, and the display of the united enthusiasm which has swept over the various quarters of the Empire, were unpleasant surprises to the world at large, and quite enough to account for much bitterness against us. A new factor in the world will always disturb the balance of international sentiment. Captain Mahan, speaking of movements towards Federation, says that the fluttering conception of twenty years ago has become a reality; incipient, perhaps, but with a great possible future. The unexpected manifestation of power and resolution elicited an echoing outcry from disappointed anticipation. Internal politics are outside the scope of these pages, but it cannot but be said that the American writer's judgment upon Home Rule will commend itself to very many. He thinks that the granting of that measure of political independence would have set back the hands of the clock and would have implied a far-reaching cleavage in the Empire. We can give political independence to organised friendship; we cannot do that to organised hostility. This, indeed, was the fundamental cause of the Boer War. The ambitions of Mr. Kruger had a character of conspicuous unfriendliness, and made the war inevitable, but the broadening and strengthening of British power should be the outcome and the compensation.

WHILE Imperial subjects are being discussed, it is not without interest to turn to the changing conditions in the Caribbean. There the construction of the Isthmian Canal, the acquisition of Porto Rico and of the Danish Islands, and the practical control of Cuba, immensely enhance the position of the United States. The Americans are evidently destined to exert commanding influence in commercial, and presumably in Naval, operations in that quarter of the world. The acquisition of the islands was a natural step preceding the construction of the canal, and when the waterway is opened the Americans will be in a position to control the three breaks in the northern barrier separating the Caribbean from the Atlantic. Through the Windward Passage, between Cuba and Hayti, the Mona Passage, between Hayti and Porto Rico, and the narrow Anegada Passage, between Porto Rico and the Danish Islands, most of the commerce for the canal must pass; and since these approaches will be practically controlled by the Americans, the commercial influence of the United States in the Caribbean will be indisputable. In a Naval sense their influence may well be preponderant also. It is quite true that everything must ultimately depend upon superior Naval force, and that outlying possessions may sometimes be a weakness, but the strength of the harbours, and the coaling and other resources in that part of the world, would, in any case, give the United States a great initial advantage. The Americans recognise to the full that their

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Fleet must be very strong, and have made surprising efforts for its development. They know well, as a recent American writer has said, that the question "What shall we do with the Philippines?" would be answered without difficulty by a superior Naval opponent; but in West Indian waters, at least, the position will presently be much stronger than European Powers have anticipated.

THE young King of Spain has now acceded, amid historic splendours, to the reality of rule, and the good wishes of a friendly world are with him. Looking broadly at his nation's past, he may cast a hopeful glance to larger things in the future. To a country which won political freedom when England was yet subject to the hard rule of the Normans, which has given to the world men like Columbus, Hernan Cortes, and Vasco Nuñez del Balboa, to the spiritual life men like Xavier, Loyola, and Juan de la Cruz, to literature a Cervantes, and to art a Velasquez, and which has possessed soldiers as brave and statesmen as wise and prescient as the world, perhaps, has known, surely much may yet be reserved. It has been part of the genius of Spain that she has embodied the efforts of others in her own, and perhaps she may yet find that her immense resources call for development largely by the foreigner's hand. The geographical situation of the country would alone indicate its high place in the politics of Europe. Spain has lost the splendid heritage of her distant possessions, but she had never known how to use them well. The easy capture of a continent induced the paralysing idea that the world was her prey, and the country at home, sinking deeper, was partly depopulated in the sanguinary tide of its stormy history. Now the conditions of decay exist no longer, and if the hope of Spain—which is for strong and able statesmen—be realised, she may yet rise to a greater place than she has occupied during the three past centuries of her history. Long life and a prosperous rule, therefore, to young King Alfonso!

A HERO'S RESTING-PLACE.

CORUNNA, or La Coruña, should be a place of much interest to all Englishmen, for it is full of historical associations. Here it was that John of Gaunt landed to claim the crown of Castile in right of his wife. Here Philip of Spain embarked for England when he was about to marry our English Queen Mary, and from this port started the Invincible Armada, designed to crush the English off the seas, but destined itself to meet with terrible disaster. The most interesting and touching memory of Corunna is, however, the fact that it was here on January 16, 1809, that one of England's dearest heroes fell gloriously in the midst of victory. The English army of 15,000 men, under Sir John Moore, had just accomplished a retreat when it was attacked by a French army under Soult. The loss of life in the British army was enormous, but the stand was made so well that Soult's 20,000 men were utterly routed by 15,000 in retreat. All soldiers know the difficulties of a rear-guard action. Some few have undergone the awful experience of fighting a superior attacking force with an army in retreat. The men in retreat are, from their very position, disheartened. The man in the ranks cannot be informed of the general's reason for retreat. He conjectures disaster in other parts of the theatre of war. Even if his officers know why the retreat is ordered they are not at liberty to tell him. So, worrying day after day with constant marching at irregular hours, with irregular rations ill-cooked, with sickness and the death of comrades, the most steadfast soldier is apt to find his heart failing. No doubt a great soldier like Soult had calculated upon all these facts, and thought that he had Moore in the hollow of his hand when he attacked the hero of Corunna with a superior force. To the lasting credit of the British Army it is on record that a retreating army successfully encountered an advancing one of greatly superior force and added one more glory to the arms of England.

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HONOURED DUST.

Sir John Moore's tomb at Corunna.

The quiet resting-place of Moore shown in the picture is not the only memorial to his valour. His death in victory, by a cannon ball which shattered his shoulder, created a great sensation in England, and attracted the attention of the House of Commons. The country voted him a monument in St. Paul's Cathedral, and his native town of Glasgow erected another monument to her gallant son.

Most of us have read the well-known ode by Wolfe, the Dublin Parson, who tells us pathetically how the soldiers "slowly and sadly" laid their chief to rest. Such a chief must, of a certainty, have been regretted by all true soldiers. To-day most of the mourners at his grave are of the Sister Service, for the greater part of the soldiers who visit Spain travel in the south and east, and pass Finisterre only by the sea route. Moore's countrymen of the Naval Service do not miss the chance of a visit to the San Carlos Gardens to do mental homage to a bygone hero, just as the soldier of the Crown looks with loving reverence on the national monument to its great Naval hero in Trafalgar Square.

The man whose bones lie under the tomb which our picture shows had a memorable life. He was five times severely wounded in his country's service, at widely different times and places, before he received the final wound which ended his career of glory.

Sir John Moore was the eldest son of Dr. John Moore of Glasgow, where the hero of Corunna was born in 1761. His father wisely decided that a knowledge of European languages would be beneficial to one who was destined to be a soldier, and sent him to the Continent for his education. In the point of languages he had great advantage over his contemporaries who were boys educated at home, and, had Moore entered the Diplomatic Service, it is probable that this gift of tongues would have been of lasting use to his country. It must be remembered that, in his day, steam-ships did not exist. Everybody did not talk French and German, and it was not possible to go into a Strand office and take a return ticket to Timbuctoo. Travelling was travelling then. Considering these things, it is interesting to follow the career of this soldier. He entered the Army as ensign in the 51st Foot at the age of fifteen. His father was then abroad in the service of the Duke of Hamilton. Moore received his first wound in Corsica, where he was badly hit in storming the Mozella Fort at the siege of Calvi, his last at Corunna.

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BIKANIR CAMEL CORPS.

BAHAWALPORE LANCERS.

BHURTPORE LANCERS.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By Captain Owen Wheeler.

BEFORE this appears in print probably most of the yarns which have been spun round the personality of "Hell-fire Jack," by which name the late Sir William Olpherts will always be affectionately remembered, in this generation at any rate, will have been published. But, at the risk of repeating *decies jam repetita*, I turn to one of the fine records which another Mutiny V.C., General McLeod Innes, has given us of the dark days of 1857, and reproduce from it a stirring account of the manner in which Olpherts saved Benares by an exhibition of the sublime pluck and vigorous mental activity that characterised the man throughout his long and honourable career. The saving of Benares, it may be mentioned, was an immensely important feat because, as General Innes remarks, it not only secured that station as a temporary base, but also cleared the way onward, and helped towards the retention of the infinitely more important position of Allahabad.

Benares was garrisoned, so far as natives were concerned, by the 37th Native Infantry, the Loodianah Sikh Regiment, and part of a regiment of irregular cavalry. The British troops consisted of a detachment of 150 men of the 10th, now the Lincolnshire Regiment, a small party of the Madras Fusiliers under Colonel Neill, and half a battery of Artillery under Captain William Olpherts, who had recently returned to India from special service in the Crimea. On June 3 the Mutiny had spread to Azimgarh, which is close to Benares, and it was thought advisable to take immediate steps at the latter station to disarm the 37th Native Infantry. The Loodianah Sikhs would, it was imagined, remain staunch. A parade was ordered for the afternoon of June 4, and there occurred forthwith one of those lurid episodes with which the Mutiny abounds, and which are almost past description in cold print. It was five o'clock in the evening when the word was given to the 37th Native Infantry to lay down their arms, and they, instead of yielding, broke out in mutiny and opened fire on the British troops. The latter proceeded to disperse the mutineers, but meanwhile the contagion had spread. The irregular cavalry commenced by shooting their commandant, and the Sikhs followed by firing on their officers, and by moving as if to charge the British Artillery. Olpherts rose grandly to the occasion. He had been busily engaged in dispersing the 37th, and now, swinging his guns round on the Sikhs, he poured shot and grape into them until he literally drove them and the cavalry into precipitate rout. Nothing but the most magnificent and level-headed gallantry could have saved such a situation in such circumstances, and in all the numerous instances in which "Hell-fire Jack" built up his splendid reputation, I doubt whether he ever displayed his fine qualities to better purpose than he did on that exciting summer evening, when with three guns he saved Benares from the horrors of an unchecked mutiny.

Although Olpherts was no very great soldier, there is no question that he was a very fine type of the sort of men who have done far more than most strategists and tacticians have done towards strengthening our grip on India. For he was not merely a soldier of dare-devil courage, and with an utter contempt for mere numerical superiority on the part of an enemy. He was a shrewd as well as very gallant fighter, and knew natives too well not to be aware that they need to be impressed with something more than mere contempt for personal danger. It was from the exhibition by men such as Olpherts, and Chamberlain, and Norman, and a score of others, of utter intrepidity *plus* the knowledge of how to deal heavy blows at the right moment, that much of our success in India at a very critical time was due, and, though with other times other methods of fighting have arisen, it will be long before such memories as those which cluster round "Hell-fire Jack" will fade or lose the real force they still possess.

It is, perhaps, worthy of passing remark that among the company present at the recent annual dinner of the Royal Colonial Institute should have been that very distinguished Indian soldier, Major-General Sir Alfred Gaselee. It may have been that his presence was specially associated with that of Admiral Sir E. H. Seymour as an appropriate reminder of the splendid service done by both in China, but it is also an interesting instance of the closer relations with the Colonies pure and simple into which India has of late years been drawn. The old idea used to be to differentiate somewhat sharply between India and the Colonies, and there are, of course, several fundamental points of difference between India and, at any rate, Australia, Canada, and South Africa. But that is no reason why the intercourse between them should not be a close one, and it is pleasant to see the feeling of common interest which in the past has been fostered by such men as the late Lord Dufferin, Sir Henry Norman, and Rudyard Kipling, still further emphasised through the medium of the Royal Colonial Institute. The latter has, I believe, not a few Indian members, and only the other day I saw the name of the Maharajah of Kuch Behar among those "up" for election.

The recent Viceregal durbar at Peshawar marks a very important epoch in the history of the Frontier, since it may be termed the Viceroy's first public pronouncement of his new policy to those most intimately concerned. Whether that policy be successful or not, Lord Curzon must at any rate be credited with taking a very wise preliminary step, that of collecting the chief representatives of the border and trans-border tribes, and telling

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them straightforwardly what he means to do and how he is going to do it. Anything like mystery in such cases is a grave mistake. With the border tribesmen *omne ignotum* is not necessarily *pro magnifico*, and they soon begin to regard unfavourably a system which they do not understand, and of which their mullahs take care they shall have an utterly distorted idea. But when the Lord of the country himself, to whom even the Commissioner of Peshawar owes deference, comes among them, and says in plain language that he means to do this and that, and that if the borderland hinders the course of a just and firm policy someone will get hurt, they are full of appreciation of the straightforward line adopted, and an understanding is arrived at which is a first-rate basis for a general settlement. Lord Curzon did well, too, to appeal to the border sense of honour, although, as I have mentioned before, that particular attribute is difficult of precise definition. On the frontier there is a code of honour, and both Afridi and Waziri, as a rule, show themselves true to it. But it is a rather crooked code, and now and then there have been some very scandalous violations of it, as in the treacherous murder of British officers at Maizar, in the Tochi Valley, in June, 1897. However, in a region like the Indian borderland, one has to go a good deal by the law of averages, and on the whole it is safer to trust, to some extent, to the chance that a fair standard of honour will be maintained, than to impose vexatious restrictions and provocative surveillance.

The Peshawar durbar was promptly followed by the withdrawal of the regular garrison of the Kuram Valley, leaving the latter to be guarded only by the local Militia under British officers. Further reductions of the Samana and Kohat frontier garrisons are taking place, and in a short time there will only be one Regular Native Infantry battalion and one squadron of Regular Cavalry guarding the Kohat-Kuram border. As soon as the Mahsud difficulty is absolutely and finally settled, there will be other withdrawals from Tochi and Wano, and the new frontier policy will thus be an accomplished fact. At various advanced posts along the border there will be tribal Militia instead of regular garrisons, and military strength will be concentrated at such stations, well within the frontier line, as Nowshera, Kohat, Bannu, and Dera Ismail. A notable experiment, truly, and one the course of which will be followed with profound interest and some anxiety by hundreds of Anglo-Indians who have long since ceased to have any active connection with the Shiny East. So long as Lord Curzon remains Viceroy, there is every prospect that the policy which he has inaugurated will work well, and if the Government are both wise and fortunate in the selection of a successor, the good achieved may be permanent. But the frontier is a hotbed in which evil as well as useful growths attain to quick maturity, and in some sections of it tribal Militia have yet to prove themselves both true to their salt and unassailable by temptations to which Pathan nature is peculiarly open.

A WINNING TEAM.

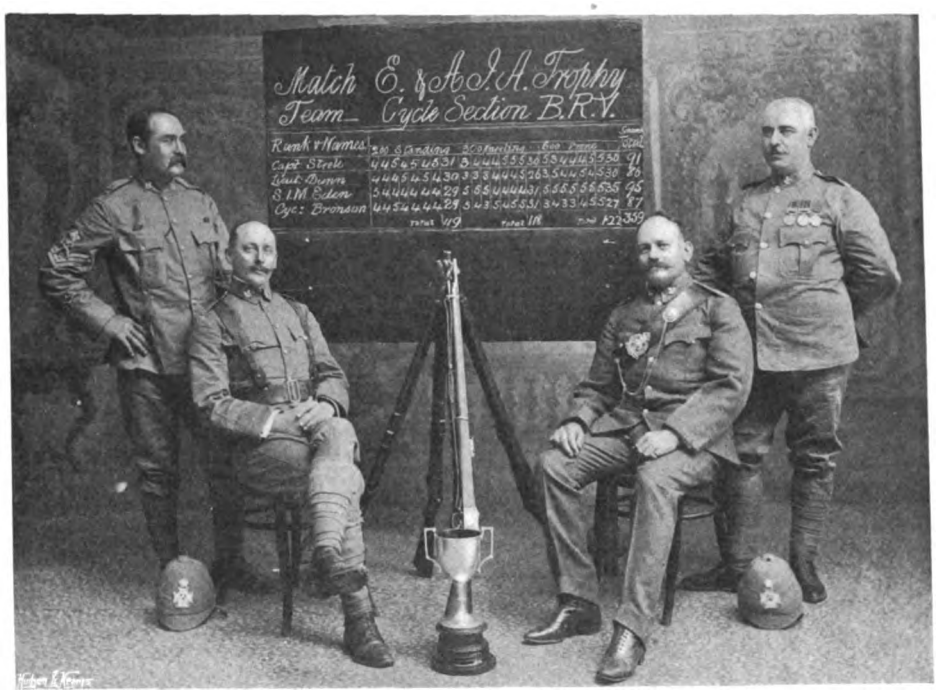

Photo. Copyright "*Navy and Army.*"

GOOD SCORES.

Members of the Bangalore Rifle Volunteers.

THE Volunteer movement in India has often been noticed in these pages, and the good work done by our unpaid soldiers in the East has been a frequent subject of comment. In the picture which we publish it will be seen from the decorations worn by the non-commissioned officers that they are either regular soldiers or have served as Volunteers with the Regulars. The sergeant-instructor in the proper right of the picture shows a ribbon on his right breast which many soldiers regard as superior to all others, with the exception of the coveted V.C. As to the last-named most honourable distinction, by the way, a question has arisen as to whether it shall remain a lasting memory of our late Queen, so well loved by all soldiers and sailors, or whether each succeeding Sovereign will have a cross of his own, as he has his own coinage. As the Garter has lasted, it is generally supposed that the Victoria Cross will last, and that this memorial of the greatest Queen who has, as yet, been known to history will remain associated with her name.

The trophy shown in the picture, one little part of which has led to the above digression, was sportingly offered by the Eurasian and Anglo-Indian Association of Madras. The use of such an association is great. It is necessary to have lived in India to appreciate it. If any European Association of any sort could abolish the word "Eurasian" from the English language, it would confer a lasting benefit on philologists. The word means nothing, and is in India itself so vaguely used as to be even there almost unintelligible. "Eurasian" is a bad hybrid of the words European and Asian, and it has no grounds for existence. Like a monster it should have been destroyed at its birth. Its growth is shown by the fact that it is used by the good society which has presented the handsome trophy shown in our picture. Many of the members of this society are men of culture and letters. Many are descended from those who have made India. All are loyal to the Crown, and make good fighters where loyalty and a stout heart are the qualities desired. That they encourage such things as add to patriotism is evidenced by their presentation of the handsome cup shown in the picture. This sporting trophy is particularly typical of the sporting Presidency, for the best of the big game is to be found in Madras. The men who have won it look to be such men as "sleep o' nights," well-favoured and full-bodied, not of the sort who have to watch night after night for possible enemies on hillsides. Such men as these were loved in the time of our Fourth Henry (as far as we know from Shakespeare). It is good to think that we have the same good fighting stock to fall back on now as those who showed themselves at Agincourt. Since then times have, of course, changed, but though the breastplate has disappeared, except on parade, we want still the heart that beat behind the plate, and the eye that could guide the lance. *Autres temps autres mœurs.* The bullet has now replaced the lance, and the score on the board in the picture shows that the representatives of the cycle section of the Bangalore Rifle Volunteers can use the rifle as well as their ancestors used their spears.

The trophy won by the officers and non-commissioned officers represented above was open to all Volunteers in the Madras Presidency. The winners were found among the first-class shots of the Bangalore Volunteers. The conditions imposed were 200-yds. standing, 300-yds. kneeling, and 600-yds. prone. The rifles used were of the now obsolete Martini-Henri pattern. As a very great proportion of the men now serving have used these rifles, most of our readers can see that good shooting was made by this team. It is always necessary to consider the shooting qualities of the rifle used, as well as those of the marksman. Sergeant Eden's "possible" at 600-yds. is a highly creditable performance.

The cycle section of the corps which won the trophy shown in the picture musters over forty. It is made up of the best material obtainable in Bangalore, and has on several occasions proved its utility on outpost duty, scouting, and reconnoitring. In regimental matches it possesses an excellent record.

The Bangalore Rifle Volunteers were raised in 1868, and the corps, with detachments at Kolar, Mysore, and Whitefield, is the strongest in the Madras Presidency. It has the privilege of sending three representatives to the Coronation of King Edward.

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THE WIDE, WIDE VELDT.

[Anecdotes and Pen Pictures by a War Correspondent.]

IT will be remembered by many that Lord Kitchener had the reputation for record-breaking in the matter of railway travelling in the Soudan. No matter the obstacle, if the Sirdar was in a hurry, Colonel Girouard would run the special from rail-head to Wady Halfa in just half the time that it took the mail train to do the same distance. It is not that Lord Kitchener is fond of risking his person at a breakneck speed, but he realises the value of time, and every extra half-hour spent in a railway carriage appears to him a half-hour wasted. Consequently, he has introduced a similar alacrity into railway travelling in South Africa, so far as his own personal conveyance is concerned. A train is always standing at the Pretoria Station, prepared to have steam up in half-an-hour if the telephone should suggest that the Chief is likely to make a journey. In fact, half-an-hour is all the notice that is given. As a rule, until thirty minutes before the train moves out of the platform, no one, not even the most intimate of his personal staff, knows that the Chief is going to move. Nor would it have done if it had been otherwise. If notice were given there would always be the chance of the report getting to the ears of Jack Hindon, or other of the train wreckers. As a matter of fact, on one or two occasions Lord Kitchener's train has only escaped destruction by the most narrow of margins. An armoured train is always "on hand" to pilot the Chief's "special," which at one period had an armoured truck attached. But latterly the attachment of armoured trucks has been discontinued, as the men in them were powerless to prevent the enemy from exploding a contact or other mine. And once the train is derailed, the small escort of a single armoured truck is of little value as a defence, and in the attempt at salvage is generally butchered.

"HIS LORDSHIP'S CARRIAGE IS AT THE DOOR."
The Chief's armoured train.

A COSTLY BIT OF BRICKS AND MORTAR.
A bridge head blockhouse.

AMAZONS BOTH.
Ladies' Rifle Club at Cradock.

Photos. Copyright. "Navy & Army."

THE PRICE OF GUERILLA LEADERSHIP.
De Wet's farm.

We are able to give this week a picture of the substantial blockhouses which have been constructed for the purpose of defending bridge-heads. Every bridge which it is estimated would take a construction gang more than twenty-four hours to repair is protected at either end by big stone forts. These forts are built in three tiers, the second tier being reached by a ladder, on the principle of the Border Police posts and Pathan towers of the Indian Frontier. Each blockhouse is capable of holding, as a garrison, a section of an infantry company, and many of them are provided with machine guns. They act as citadels to the ramification of works designed actually at the bridge heads, and we have never heard of one of them being captured by the enemy. As a rule they are hexagonal, with sheet-iron loopholes, and with a covered way to the actual bridge-heads. They are an expensive luxury, each blockhouse costing about £600. That is £1,200 for each bridge to be protected.

We have heard a great deal about the Boer Amazons. There is not a self-respecting photographer in Pretoria who has not in his window copies of the photograph of the enterprising Mrs. Schmidt, who, dressed as a man, followed her husband into the fighting line upon every possible occasion. At least, that is what the legend on the photograph says. Then there are many gruesome stories told of the battle at Pieter's Hill—how in the blood-bespattered trenches crumpled female garments were found, and other evidences of Boer women of the present generation, emulating their grandmothers, by loading second rifles for their husbands. In fact, it was authoritatively stated that one poor girl was found in a dying condition, who had actually used a rifle in common with her menfolk. All this may be fiction, but it was stated at the time to be correct upon good authority. We on our side cannot claim that we have placed Amazons in the field, but we, as our picture will show, have given some sort of rifle training to the ladies of Cradock and other South African villages. As a matter of fact there are a great many ladies in South Africa who are thoroughly good shots and sportswomen; and in many an outlying township, where it has been necessary to maintain a garrison, much of the *ennui* attaching to an irksome duty has been alleviated by the formation of rifle clubs including such ladies, Dutch or English, who took an interest in this fascinating pastime.

One of the first farms burned under Lord Roberts's Pretoria proclamation—which was rendered necessary on account of the attacks made on the lines of communication — was that of Commandant Christian De Wet. This farm was the presidential home of the now notorious guerilla, and when the mounted infantry who were ordered to demolish it took possession, they found that it was full of loot captured from the Roodeval mail train. Unfortunately the Boers had derailed the parcels' post accumulation of several weeks, and every kind of article was found lying about in the De Wet family mansion—boxes of choice Egyptian cigarettes, Tam-o'-Shanter caps, woollen mufflers, cake chocolate, and even a natty pair of Tautz breeches, and the whole of the mail bags which had contained registered letters. The army in South Africa felt the destruction of these mails by the Boers more keenly than any incident in the campaign.

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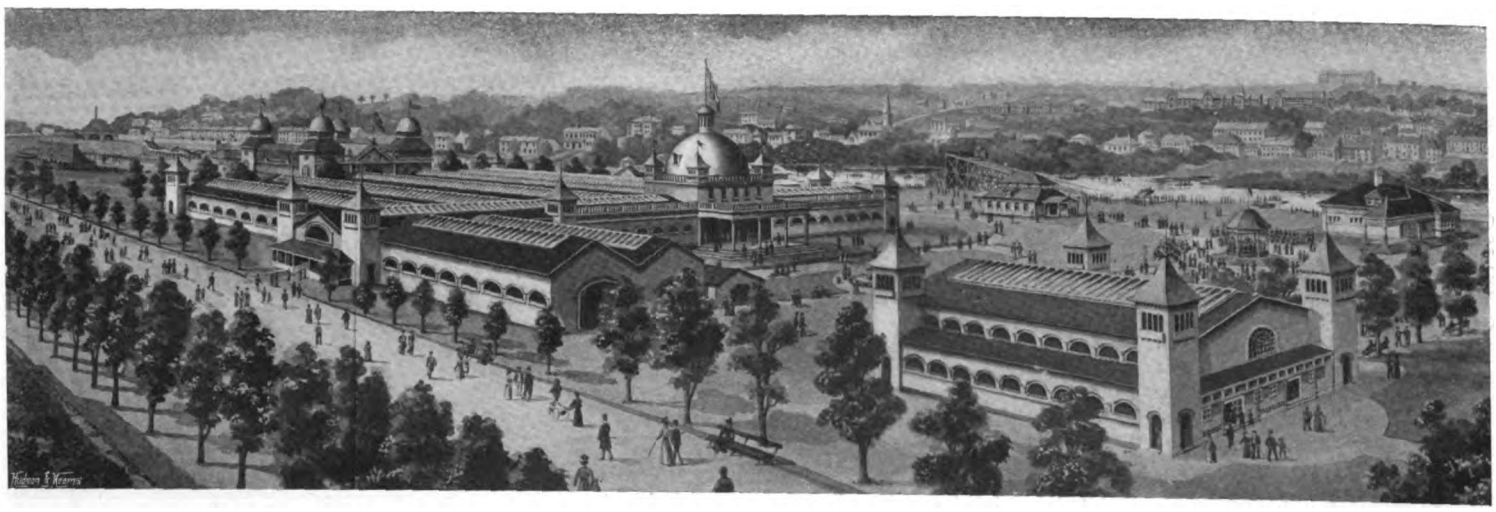
THE CORK INTERNATIONAL EXHIBITION.



AN IMPOSING PANORAMA.

General view of the Cork International Exhibition.

PROBABLY very few outside the circle of those actually concerned have any conception of the labour involved in the production of such an exhibition as that which has recently been opened in Cork, in circumstances reflecting the utmost credit upon the dwellers in that important city. In this case, to use the felicitous words of the Lord Mayor of Cork, to whose energy and application the idea of the exhibition is primarily due, the enterprise required the inspiration of many minds, and the co-operation of many hands, and not only Cork, but Ireland has a right to be proud of the result achieved. It is pleasant to be able to add that those divergences of political opinion which occasionally occur in Ireland did not prevent all concerned in this great peaceful, industrial, and commercial triumph from working together in perfect harmony and single-mindedness.

A considerable proportion of those who from a distance visit the Cork Exhibition will probably do so by the Great Southern and Western Railway of Ireland, which is to be congratulated on its enterprise in running a number of special Exhibition trains to Cork from Dublin (Kingsbridge), Limerick, Waterford, Killarney, and intermediate stations. Those visitors who make some stay in Cork may find it to their further advantage to avail themselves of the Great Southern and Western's tourist and coaching arrangements for trips through the beautiful scenery of Cork and Kerry.

Our pictures explain themselves in a very graphic fashion without the need of descriptive comment other than their titles. They are reproduced from photographs supplied by Messrs. Guy and Co., Limited, of Cork, who are the official printers and publishers to the Cork Exhibition, and who have produced a most interesting and attractive souvenir album in connection with it.

The inaugural procession through the streets of Cork, of which we give a striking picture, appears to have been singularly successful, and to have contained several striking features. All the trades represented carried banners, some of remarkable dimensions, while in several cases much Irish humour was displayed in the typical "groups" and cars that took part in the procession.

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A GOODLY CIVIC DISPLAY.

The procession in Patrick Street en route to the exhibition.

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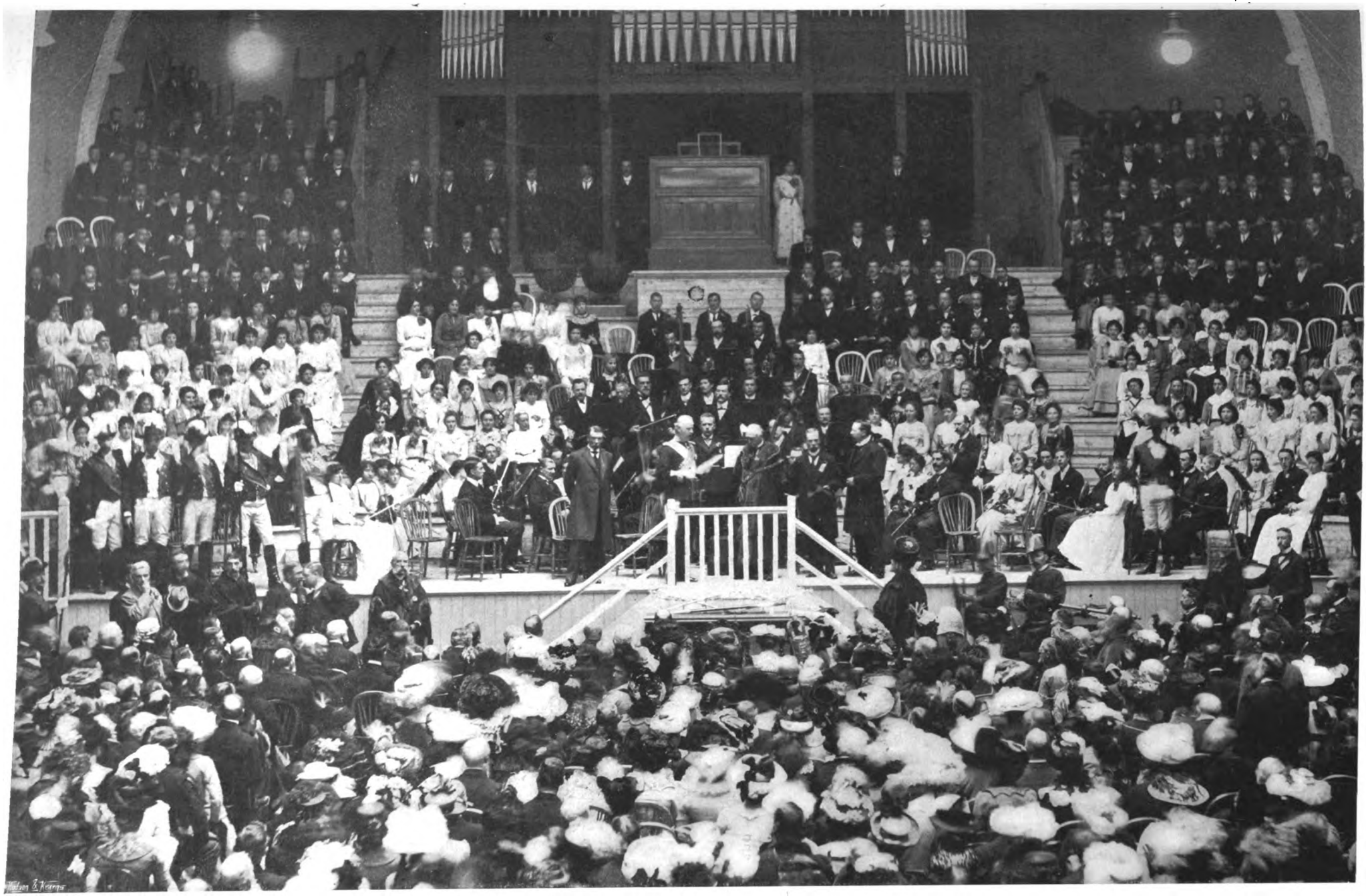

Photo. Copyright. *Guy & Co., Limited, Cork.*

THE CORK EXHIBITION, INAUGURAL CEREMONY.

The obvious object of this fine illustration is to afford an interesting and impressive souvenir of the moment at which, on May Day, the Earl of Bandon, supported by the Right Hon. Edward Fitzgerald, Lord Mayor of Cork, declared the Cork International Exhibition open. It is possible that our readers' eyes may wander from the central group to the representatives of the youth and beauty of Ireland to be found on the surrounding benches, but in any case they are not likely to quarrel with the contention that the picture is a worthy memorial of a highly important and interesting occasion.

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THE WORLD OF BOOKS.

The Wessex of Romance.

(Chapman and Hall. 6s.)

MR. HARDY has had a larger share than most men of the foretaste of posthumous fame. Three volumes devoted to the study of his works have appeared during the last eight years, and now Mr. Sherren comes forward with a fourth, criticising the literary output of the great Wessex novelist from the point of view of a specialist in Wessex history and folklore. Readers of Mr. Lionel Johnson's exhaustive monograph on "The Art of Thomas Hardy" might well imagine that the last word of criticism had been uttered on all that the author of "Tess" published prior to 1895. But much fresh and original matter will be found in Mr. Sherren's chapter dealing, after the approved method of Taine, with the influence of early environment on Mr. Hardy's novels and poems. The portion of the book treating of the folklore of Wessex is full of interest; many quaint customs are described, and the origin is traced of the various superstitious practices which play so large a part in some of Mr. Hardy's works. An historical sketch of the principal Wessex towns and villages contains much out-of-the-way information, interspersed with bright and amusing anecdote. A synopsis of Mr. Hardy's novels, a carefully compiled glossary of the Dorset dialect, and a useful bibliography complete a work which commends itself to several classes of readers. The lover of literature will find in it a subtle and discriminating appreciation of one of our greatest masters of fiction; the searcher in the byeways of local history and folklore will glean many curious facts and fast-fading superstitions; whilst the tourist, seeking fresh worlds to conquer, will welcome so cultured a guide to a part of England which, despite the encroaches of modernity, still retains much of its old-world charm.

Tales of My Father.

(Longmans. 6s.)

The conversation of a man who numbered among his acquaintances Wellington, Melbourne, Napoleon III., and Moltke, can hardly fail to prove of interest. This fortunate man, referred to throughout the book as Captain H., found a Boswell in his daughter, who, aided either by a retentive mind or a copious diary, has based a most engrossing volume on her father's memories of the past. Captain H., as A.D.C. to Ernest Duke of Cumberland, came much into contact with the late Queen's uncles. All the Royal Family seem to have been convinced that, at the death of William IV., Ernest intended to make a bid for the English throne. A strange incident is narrated of a visit paid to William IV. by Cumberland. The Royal brothers dined alone together; after dinner, the suite were called in and drank the King's health.

"The Duke then said, 'May I, sir, propose the next toast?' 'Name it, your Grace,' replied the King. 'The King's heir,' proudly said the Duke, and 'God bless him!' A dead silence followed; then the King, collecting all his energies and wits, stood up, and called out, 'The King's heir, God bless *her!*' then, throwing the glass over his shoulder, he turned to his brother and exclaimed, 'My crown came with a lass, and my crown will go to a lass.' Everybody noticed that the Duke did not drink the toast; he left the room abruptly, scarcely bowing to his brother, the King."

The precautions taken by Wellington in 1837 frustrated Cumberland's designs, and he had to content himself with Hanover. So great was his unpopularity in England that, had he attained the throne, in all probability nothing could have averted a revolution.

There is an interesting account of a week spent in travelling through Italy and Switzerland with Louis Napoleon, three years before he became ruler of France. "He looked half starved, his clothes were of the shabbiest kind, his hair and beard looked untrimmed, and he seemed to be on a bowing acquaintance with a shabby-looking, sinister lot of men." He was glad to borrow a few pounds from Lord Malmesbury—a loan for which he afterwards displayed his gratitude in many ways.

Some characteristic anecdotes of Wellington are given, and the Captain's memories of Queen Victoria, whom he met both before and after her accession, are full of interest. The reminiscences of life in Germany, which include some conversations with Moltke, cover ground not often touched on in English memoirs. The stories in the latter portion of the book will not appeal very strongly to the sophisticated taste of the modern reader. Generally speaking, however, the historical gossip contained in "Tales of My Father" is of an entertaining character, and some of it helps to throw a fresh light on figures who played a memorable part during the nineteenth century.

The Embarrassing Orphan.

(Methuen. 6s.)

The embarrassments caused by Elsie Britten, the heroine of Mr. Norris's latest novel, are not of a very serious nature. They arise from the strange precautions adopted by her father to protect her against the wiles of fortune-hunters. Laurence Britten educates his daughter in ignorance of the fact that she is to inherit over £200,000. Shortly before his death, he confides in his cousin, Sir Edward Denne, who is appointed Elsie's guardian, after promising to keep the secret of his ward's wealth until she becomes engaged to a suitable man. Sir Edward is anxious to marry the heiress to his nephew; Roger Denne worships Elsie, but, as the possessor of an impoverished estate, considers it his duty to marry money. Lady Denne, believing that her young cousin is penniless, does her utmost to promote a match with a man whose wealth is his sole qualification. Husband and wife are thus playing at cross purposes, and the complications which ensue are described in Mr. Norris's happiest manner. Ultimately, despite the machinations of a French marquess who, in accordance with the best traditions of English fiction, unites the most charming manners with a perfidious heart, events take a happy turn. Elsie and Roger, convinced that love is the crown of life, determine to face poverty together. Sir Edward then discloses the secret of the inheritance, and everything is declared to be for the best in the best of all possible worlds. Sir Edward Denne, shrewd, kindly, somewhat fussy; his wife, warm-hearted but wanting in tact; the charming but occasionally perverse heroine; the manly hero, so provokingly dense to the tender passions he inspires—these are all familiar types in the author's portrait gallery. They prove, however, none the worse company for being old friends. Mr. Norris's best gift has not deserted him. The quiet humour, rendered doubly piquant by an occasional sub-acid flavour, that leavens all his previous work, is noticeable on every page of "The Embarrassing Orphan." He is still without a rival in the art of extracting amusement from the minor miseries of life, in maliciously depicting the crumpled rose leaves of well-wadded existences.

Clementina.

(Methuen. 6s.)

We need not tremble for the vogue of cape and sword romances while such books as "Clementina" are produced. Mr. Mason has chosen for his theme the rescue of Princess Clementina Sobieski from the prison at Innspruck, where the influence of the British Government had caused her to be confined. Her exciting journey through Austrian territory to join James Stuart at Bologna is described in stirring fashion. This is an episode that needs but little embroidery from fiction—the facts are sufficiently romantic in themselves. With the exception of the inevitable love story, Mr. Mason has mainly confined himself to the details set forth in an account of the Princess's adventures published three years after their occurrence. Charles Wogan, the chivalrous knight, who suddenly appears to rescue the captive Princess, possesses so many charms that the expansion of gratitude into a warmer feeling on the part of the released prisoner seems very natural. The chapter where Charles and Clementina avow their mutual affection, but agree to stifle it for the sake of the Cause, contains the best piece of writing that Mr. Mason has yet given us. The situation is by no means an original one in fiction; but never before has it been treated in so masterly a fashion, and the result is a passage of genuine pathos of the highest order. After his somewhat unsatisfying incursions into the domain of the modern novel, it is a pleasure to see Mr. Mason return to historical romance—a field where he has few living compeers and no superiors.

Scarlet and Hyssop.

(Heinemann. 6s.)

Mr. Benson's vivid sketches of life in the smart set always command a wide circle of readers. In his latest work a somewhat meagre plot connects a series of cinematograph pictures: a bridge party, a Sunday afternoon up the River, a morning in the Row, a dinner and reception at the house of a *nouveau riche*, and other lifelike scenes presented in the best manner of the author of "Dodo." The characters move easily and talk well; the wicked ones, who form the majority, coruscate with epigram, and even the virtuous are occasionally allowed to be witty. "Scarlet and Hyssop" is worthy to be classed among the best efforts of an author who has long established his reputation for brilliant delineation of character and sparkling dialogue.

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THE NAVY & ARMY ILLUSTRATED.

VOL. XIV —No. 277.] SATURDAY, MAY 24th 1902

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THE NEW COMMANDER AT CHESTER.

MAJOR-GENERAL H. HALLAM PARR, C.B., C.M.G.

An ex-Somersetshire Light Infantryman, with a very fine South African and Egyptian War record, General Hallam Parr is known throughout the British Army as a leading authority and exponent of Mounted Infantry training and tactics, on which he has written an admirable treatise. He is an excellent all-round soldier, and extremely popular with all who have served with or under him. When the other day he left his former command at Shorncliffe to take up his new post at Chester, the troops turned out spontaneously and cheered to the echo a general who had proved himself in every way a real soldiers' friend.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

The Navy and the Empire.

NEXT month the Conference of Colonial Premiers will meet in London, and one of the questions which they will be invited to discuss—the most important question, indeed—concerns the cost of the Royal Navy and the incidence of that cost. At present it may fairly be said that the United Kingdom pays for the Navy. The annual bill comes to about twenty-nine millions sterling. Of this sum the United Kingdom finds twenty-eight and a-half millions. Canada, Australasia, and South Africa make certain contributions which can only be called trifling, amounting as they do to no more than £220,000. Yet, of course, the defence of the Empire as a whole is quite as much the concern of the Navy as the defence of

> "This precious stone set in the silver sea,
> Which serves it in the office of a wall,
> Or as a moat defensive to a house,
> Against the envy of less happier lands,
> This blessed plot, this earth, this realm, this England."

The value of the seaborne commerce of the self-governing Colonies is £256,000,000, about one-fifth of the total trade of the whole Empire. The Navy protects this as effectively as it protects the other four-fifths which represent the argosies of trade sent out from English, Scottish, and Irish ports. Naturally it occurs to many minds that the Colonies should take their share of payment as well as their share of protection.

Now the view we have been inclined to take whenever we have touched upon this difficult question is this—that the United Kingdom should continue to support the expense of the Navy with the assistance of any such voluntary contributions as the Colonies may like to offer, and that the cost of keeping up land forces for the safeguarding of British interests all over the world should be fairly divided between all the States of the Empire. This has always seemed to us the most convenient manner of solving the problem, until such time as the Colonies themselves show that they are ready to bear the burden with us. To press it upon them would be injudicious, for this reason: They would in all probability want to have local Naval forces attached to their own particular waters. This would never do. The Navy must exist as a whole, not as a number of separate squadrons each tied to some special line of coast. Until this is clearly recognised and accepted by the Colonies as inevitable, we, in these islands, must be content to put our shoulders to the wheel, as we do now. All the reasons in favour of inviting the Colonies to put their backs into the work, too, which have been issued in an interesting and timely pamphlet by the Imperial Federation (Defence) Committee are excellent reasons, reasons that cannot be gainsaid. Yet there is this one practical difficulty that we have pointed out. That blocks the way. That is an answer to all the Committee's logical arguments. Many of the most influential men in the Colonies take the right view. Many of them share to the full the views of the late Mr. Dalley, Chief Secretary of New South Wales, who said, "Let there be one Navy under the rule of a single Admiralty, a Navy in which the Colonies shall be as much interested as the Mother Country, which shall be theirs as well as hers, and on which they may all rely in time of danger." But until we can be sure that all the Colonies would agree to share the cost of the Navy, and at the same time to make no clamour for a local connection, it would be worse than useless to urge this matter in the uncompromising spirit of this pamphlet which lies before us.

The up-keep of land forces seems to be a very much simpler matter—one that might be decided this year without friction, if only it were approached in a business-like way. Clearly this problem of defence is the one that calls for settlement most urgently. It was put before the Conference in the Jubilee year (1887); it was given first rank at the Diamond Jubilee deliberations ten years later. The South African War has made us all see that it is more pressing than we supposed three years ago. If it can be arranged upon a firm and lasting basis, then Imperial Federation, of which we have all been busily talking for so many years, will be more than half accomplished. Trade arrangements will follow naturally. Protection of territory, defence of common interests, these must take first place. What we need in the way of an Imperial military force is, as we have often said before, small but well-trained armies in every part of the Empire, which can at short notice concentrate upon any point where danger threatens. We must not have to depend again upon volunteer bands from the Colonies, supported in the field to a large extent by the Mother Country. Nobly and generously the Colonies responded to the call for men. But a system is wanted beyond all question. Though we have managed to "muddle through" this time without coming altogether to grief, we cannot always trust to luck and to British doggedness in face of difficulty.

But, of course, if the Colonies agree to provide each a specified number of trained soldiers for Imperial service upon a regular system, they will want to have some voice in the discussion of the expeditions upon which Imperial troops shall be sent. It is true that our foreign policy does at present take largely into account Colonial needs and Colonial desires. Lord Rosebery said ten years ago that "our policy is in reality dictated more from the extremities of the Empire than from London itself." But this is not quite the same thing as giving the Colonies a share in the decisions that affect the whole Empire. To do that we require some such machinery as a Council of the Empire—a real Imperial Parliament, which the Parliament at Westminster calls itself, but really is not. When we get that, an Imperial Navy will follow in good time.

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THE CORONATION OF THE KING OF SPAIN.

H.R.H. THE DUKE OF CONNAUGHT LEAVING FOR SPAIN.

The Royal and Viceregal party on Victoria Wharf, Kingstown.

IT has fallen to the lot of few youngsters of his age to have had such a careful education as has been given to the new King of Spain. The recent reverses that his kingdom has suffered have been the happy, albeit severe, means of calling the prominent attention of Europe to the young Sovereign's personality. Spain had temporarily passed from its former glorious place in the councils of Europe. Years of misrule had lowered the Red and Gold to a secondary place on sea and land. The glories of Spain were as faded as the hopes of him who designed the Escurial. The finishing touch was to be given by the new nation who inhabited the land discovered by Columbus.

Conservative Spain had been for a long time acting upon the methods of those who lived centuries ago. In those days war was not the hurried thing it is to-day. Men had time to see to their armour and to guard against surprise. Spain, unprepared, was overwhelmed, as the world knew she would be. A new Spain rises to-day. A young King, carefully trained, comes forward to assert himself. The selection of his tutors has been so wise that no particular form of political opinion has been allowed to predominate. The King will hear, as he has heard, both sides.

Our King's brother goes forth to greet him, and to confer upon the hope of Spain the highest honours that the King and Emperor can give to a brother Sovereign. The departure of H.R.H. the Duke of Connaught on his mission to Spain is shown in the above picture. The distinguished men who accompany the Duke of Connaught worthily represent England. The cruisers "Minerva" and "Hyacinth," which act as escort, are of the most modern type. The "send-off" at Kingstown wanted nothing of dignity to emphasise the fact that a King's brother was embarking to do honour to a King.

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THE ROYAL PARTY ON BOARD THE STATE BARGE.

Approaching the "Victoria and Albert."

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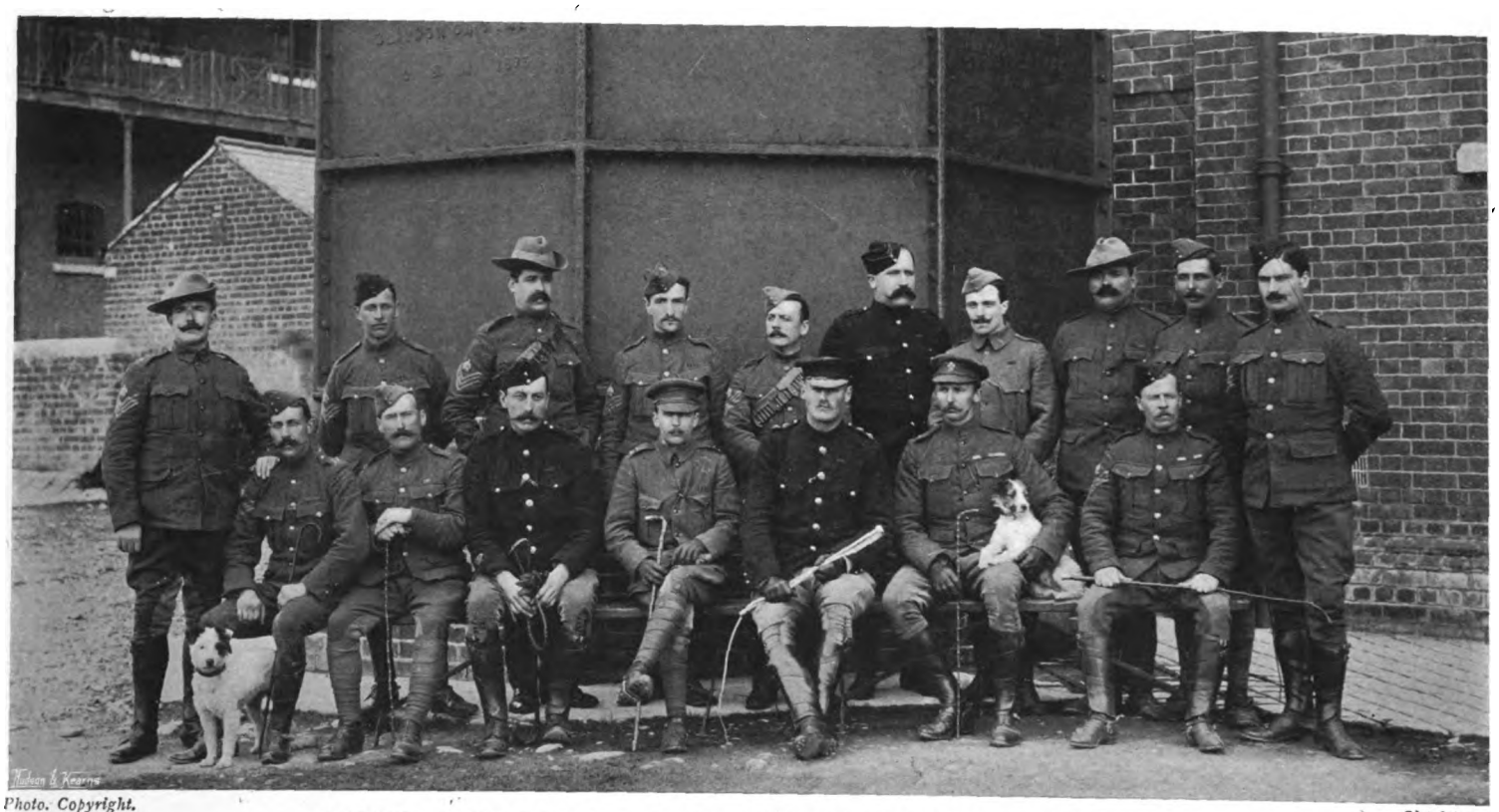
THE IRISH HORSE.



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LORD LONGFORD AND HIS BROTHER OFFICERS.

The warrant officers and staff sergeants of the Irish Horse.

Photo. Copyright. *Roche.*

ALL ABOARD.

The troops safely embarked in the "Bavarian."

The Irishman is always a soldier at heart, and these "bhoys" are all on their way to get and give their fair share of hard knocks, provided that the Vereeniging Conference has not led to a conclusive peace, a matter which is still in doubt as we go to press. Lord Longford, who is commanding the corps, is the godson of H.R.H. the Duke of Connaught, whose journey to Spain to represent King Edward at the coronation of King Alfonso is illustrated on another page. We wish all a prosperous journey and a prompt return to the dear homeland.

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A RUSSIAN REGIMENT LEAVING BARRACKS.

LIEUT.-GEN. WILLIAM HENRY MEYRICK.

Who died recently, was born in 1826. He entered the Army in 1846, served throughout the Russian War, and was present at the siege and fall of Sebastopol. He subsequently took part in operations in Canada in 1861, and was in command of the Brigade Depot at Fort George.

THE NAVIES AND ARMIES OF THE WORLD.

A WEEKLY CAUSERIE BY DAVID HANNAY.

THERE are few spots on the surface of the earth more intimately associated with our history and our romance than the island of Martinique, and if there is one it is to be found in the long string of the Lesser Antilles which shut in the Caribbean Sea on the east. The terrible disaster which has fallen upon them touches us therefore very closely even when the victim is among the French and not the English islands. St. Pierre, which has just been utterly destroyed by a volcanic outbreak more sudden and more fatal to life than the eruption of Vesuvius which overwhelmed Pompeii and Herculaneum, was the scene of one of the best passages in "Peter Simple." The reader (and what healthy-minded boy has not been a reader of Marryat's story?) will remember the hurricane at St. Pierre and the wreck of the "Rattlesnake's" boats. "Of all the horrors that ever I witnessed, nothing could be compared to the scene of this night," says Peter Simple of the storm. But the worst hurricane or typhoon that ever raged cannot have come up to the sombre destructive fury of the explosion of the Mont Pelée. There is a suddenness about the rage of the volcano, and a concentrated energy not greater, perhaps, than is found in the hurricane, but more material and more visible. It leaves, too, more permanent consequences behind. When the wind has blown itself out, there are ruined houses, uprooted trees, ravaged fields, death and wounds to man and beast. But life is not everywhere extinct, and very shortly the industry of man restores the face of the country. At St. Pierre there is no possibility of making good the injury done. Where the town was there is now one great welter of ruin and death.

* * * *

The wreck caused in the other islands is on a less dreadful scale, but it has been great enough, and every spot smitten is dear to our history. St. Vincent, Dominica, and Santa Lucia are names which recall twenty passages in the century-long struggle maintained by our Navy in the days when the West Indies were on the sea what the Netherlands have been on land—the cockpit of Europe. It was among them that the Elizabethan adventurers stopped to refresh themselves after the voyage across the ocean, which in those times rarely failed to bring scurvy on the crews. Too often they put in at one of them to revive the kidnapped negroes. Drake and Hawkins put in at Guadeloupe on their last fatal voyage in 1594, before the repulse at Porto Rico. It was on the voyage between the two that Sir John Hawkins died. Three years later the Earl of Cumberland, the most chivalrous figure in those wars, put in at Dominica when on his way to revenge the defeat of 1594 by taking Porto Rico. Here it was that, standing on a rock with his face to the sea, and at "a pretty height" above his men, he told them that the time for play was over, and that work must begin, discipline must be enforced, and good military order established. Dominica was again the spot at which the French struck the first blow in the American War of 1778-83. In September of the earlier year, the Marquis de Bouillé, being encouraged thereunto by knowing that our ships were at Barbadoes, shipped his soldiers at Martinique, and made a successful dash at our island. It was a most characteristic transaction on both sides. Bouillé was the very man to carry out a bold raid, and our War Office—or rather the old jumble of semi-independent departments, which then, and for long afterwards, were our makeshifts for a war office—had done one of its most complete pieces of mismanagement. We had made forts, had mounted guns, and had accumulated stores. Everything, in fact, had been thought of except a garrison. Our effective force on the spot consisted of "two incomplete companies of the 48th Regiment, and a detachment of the Royal Artillery. They made what fight they could but it could not be much, and the end was that they capitulated on the best terms they could get, handing over to Bouillé the forts, 164 pieces of cannon, and twenty-four brass mortars in the works, besides a very considerable quantity of military stores and public effects."

* * * *

After the Elizabethan period there came a strange time in the history of the West Indies. It was an interval of manifold adventure so ill recorded that we only see it in scraps. Spain would not consent to foreign settlements in the islands. The Great Western European Powers, England and France, would not go to war to compel her to allow them to plant colonies. Holland, during the twelve years' truce, was satisfied with enjoying a half illicit trade. When the war began again in 1620 they cruised for the plate fleets and made settlements in Brazil. But whether there was open war with Holland, or any other Power or not, a swarm of armed adventurers prowled in the Antilles, partly smuggling, partly pirating, and partly making little settlements. They were Dutch, English, and French. Their Governments did little to support, but nothing to restrain them, leaving the Spaniards to make good their pretension to exclude all mankind from the Caribbean Sea. As Spain was weak she could do nothing of the kind, though she made an effort from time to time. Once a powerful fleet under Fadrique de Toledo swept the lesser islands, driving out the settlers, and sending them home to their own country. But the Spanish Government could not maintain a regular force in those seas. It was fighting in Flanders, Germany, Italy, Barbary, and on the sea, besides growing poorer every day. So the West Indies were neglected, and the settlers slipped back.

* * * *

Out of all this came the strange community called "The Brothers of the Coast," and the Buccaneers; whether they were identical or not, or wholly separate, or whether the second grew out of the first I, for my part, would not care to say. Together, or acting independently, they lived on the Spaniards, and also began the French, English, and, to some extent, the Dutch settlements. It was an obscure time, and only isolated points of it are visible now. We get glimpses of the persons engaged. There were the Blewfields, or Bluefields, for instance, whose name is on the map. There was a very strange attempt to plant a Puritan colony on the island of Providence on the coast of Honduras. It was undertaken by the Earl of Warwick, Pym, Hampden, and other leaders of the Puritans during the reign of Charles I., before the beginning of the Civil War, and was stamped out by the Spaniards just about the time that the Long Parliament was beginning its work in England. The Earl of Warwick made a regular, and, apparently, a profitable business of arming private men of war, and sending them on piratical and smuggling voyages to the West Indies. He was afterwards the Parliamentary Admiral in the Civil War. The letter books of the Providence Company, which contain the only records of its existence, afford a few thumb-nail sketches of his skippers, a crafty and violent race of men, whose habits were anything but Puritan.

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After the conquest of Jamaica by Penn and Venables, more light is to be got. It reveals, as might be expected, a chronic state of lawlessness, which cannot indeed be said to have ended altogether in the West Indies till after the Great War. Piracy hung about that part of the world with persistence. All through the reign of Charles II. Jamaica was the headquarters of the Buccaneers. The Governor, Sir Thomas Modyford, was deep in their doings, and it was, in fact, he who sent out Henry Morgan on the expedition to Panama, and they shared the swag, having, if the public opinion of Jamaica did not belie them, previously swindled their fellow-adventurers. The enterprising persons became so outrageous, and showed such a disposition to defy the authority of the Crown, that when King Charles thought it prudent to remove Modyford, he was artfully entrapped on board a man-of-war and sent home on the sly. His successor, who had managed the trick, could not go for a constitutional without being followed by boys, who called him "trepan." The air of the Antilles was full of the germs of violence. When a man-of-war was sent out to keep the Buccaneers in order, her captain ran his own sailing master through the body with a sword and fled for his life. Shortly afterwards the ship was found cruising with the very Buccaneers it was her business to suppress. They had, in fact, strange ideas in the West Indies. Captain Wilmot's voyage in King William's reign is an astounding example, but too long to tell here. As late as the War of Jenkins's Ear nobody saw any harm in using the services of Lowther the Pirate as a pilot for the Spanish Main, and giving him a lieutenant's commission, if the historians tell the truth.

* * * *

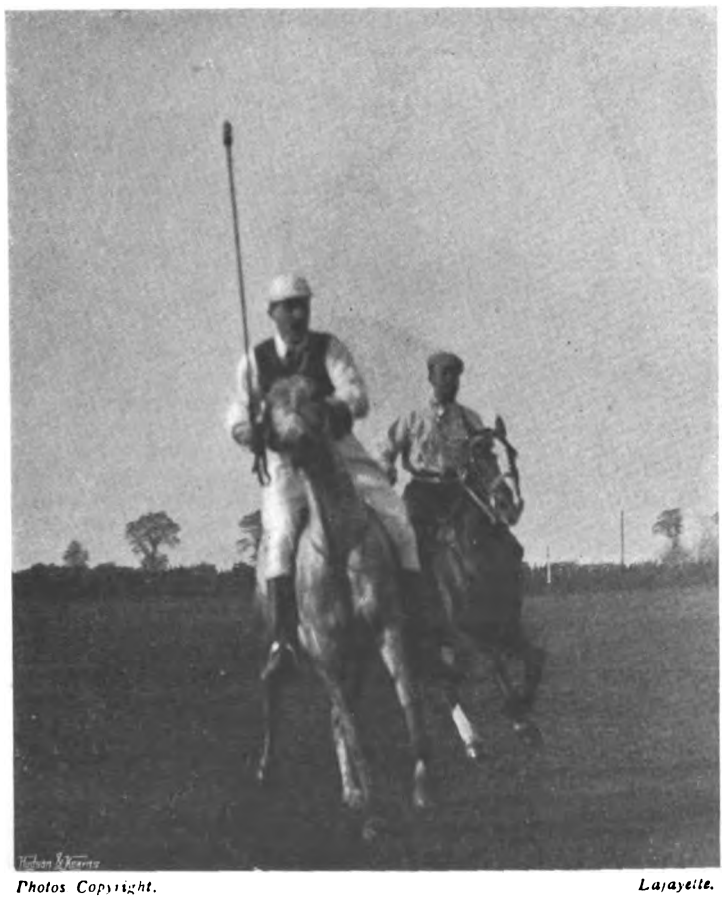
With all this anarchy there was happily a growing enforcement of law and order. The Penn and Venables Expedition was the beginning of better things—that is, of the honest open operations of disciplined fleets. Harman's voyage in 1667 and his gallant action at St. Kitts were the next instance. Then come the long, one may say the yearly, series of expeditions in the King William and Queen Anne wars, when squadron after squadron sailed from England, swept the West Indies, and went through the Florida Straits home. After that we come to the time of permanent squadrons and regular continuous war, or at least of war as regular and continuous as was possible with a due regard to the hurricane months. The names of most of our great admirals from the middle of the eighteenth century are associated with the West Indies. Hawke and Anson are exceptions, but Wager, Vernon, Ogle, Rodney, Pococke, Hood, Jervis, and Nelson were all in the West Indies at some time, and some of them did their best service in those seas. There is not a name which has been in the papers in these last weeks—Martinique, Fort de France, Dominica, St. Lucia, the Mont Pelée, the Soufriere of St. Vincent, or another—which is not to be found in the history of their fighting.

PRINCE HENRY OF PRUSSIA AS A POLO PLAYER.

PRINCE HENRY OF PRUSSIA'S recent visit to his uncle, the Duke of Connaught, at the Royal Hospital, Dublin, was accompanied by many pleasing incidents, not the least of which were the two polo matches, which revealed Germany's "Sailor Prince" in the light of a good sportsman. On Friday, the 9th inst., the Royal party drove in outside cars to the new ground of the County Dublin Polo Club at Cabra, where the Irish polo season was opened with a match of Naval and Military against Civilians, Prince Henry being included among the players of the former team. With such an attraction, and the weather being fine, it was not surprising to see a very large and fashionable gathering. Prince Henry played back, and though inclined to over-ride the ball at the start, he settled down later on, and at the finish demonstrated that, in practice, he could hold his own with the crack exponents of the noble game. He lacked nothing in the way of being well mounted, and the brown pony with which he played alternately was the fastest on the ground. The game was vigorous, but not of the first order, and the Civilians won by four goals to two.

On the following afternoon the Prince took part in another match, which was played on the Nine Acres, Phœnix Park. The weather was again glorious, and the game, which was specially arranged for the entertainment of the Royal guest, attracted 10,000 spectators. This time the match was Navy and Army *v.* All Ireland, and Prince Henry played No. 3 for the Service team, which earned a well-merited victory by six goals to four. By the way, the Prince's costume bordered on the *négligé*, including a red blouse, well-worn riding breeches, and black boots. At both matches the band of the Royal Irish Constabulary was present, and played a capital programme of music, which added much to the enjoyment of the afternoon.

On Sunday, the 11th, the Prince concluded his visit and left Dublin for Cork, to join the German squadron under his command at Castletownbere. The German squadron sailed on Monday morning for Kingstown, where it has since arrived safely; and, at the same time, the "Furious," which was at Berehaven during the stay of our guests, left for Chatham. The Prince, before leaving, told a newspaper correspondent that he had "immensely enjoyed his visit to Dublin."



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MAILED FIST AND POLO STICK.

Prince Henry playing back for the Naval and Military team.

WELCOMING THE ROYAL PLAYER.

Colonel Lindsay, of the County Dublin Polo Club, receiving Prince Henry of Prussia at Cabra.

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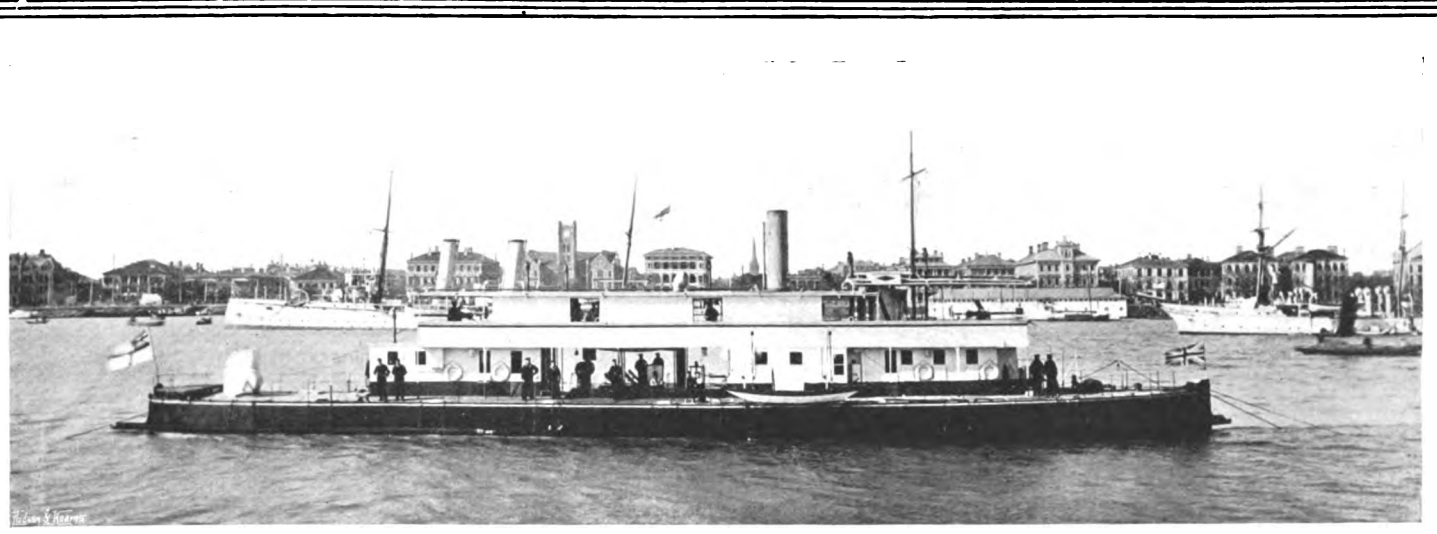

A RIVER GUN-BOAT AT SHANGHAI

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

IT is a deeply impressive fact that Lord Salisbury should have chosen as one of the main points of his recent address to the Primrose League the subject of Imperial Federation, and there are several forcible reasons why this week we should select the address in question for discussion in these notes in preference to dealing with a variety of lesser topics. In little more than a month from now that great and auspicious event, to honour which the whole Empire is making worthy preparation, will have come and gone, and, as we have had occasion to reiterate in these pages, the Coronation is to be shortly followed by proceedings of genuinely Imperial import in the shape of the Inter-Colonial Conference as to which the keenest and liveliest anticipations are being formed. Only a week ago we were discussing Lord Grey's proposals with reference to the Conference, as formulated by him at the annual dinner of the Colonial Institute. That eminent and clear-headed Imperialist, it will be remembered, urged that the Conference should hold its meetings in full view of the public, and he expressed a definite hope that it would not rise until it had taken some step towards the Federation of the Empire.

Since the annual meeting of the Colonial Institute another extremely significant allusion was made to the Conference at a farewell dinner given by the Mayor of Melbourne to Mr. Barton, the Federal Premier, and Sir John Forrest on the eve of their departure to attend the Coronation festivities. Mr. Barton's exposition of his frame of mind with reference to the Conference and his responsibility in connection with it appears so entirely sensible and practical that a brief quotation of his actual words will be appreciated. "The Conference which follows the Coronation," he said, "will deal with matters of the greatest importance to the Empire. I have declined to ask Parliament to pass a series of hard and fast resolutions regarding the subjects to be discussed, because this would imply my going, not in the spirit of argument, but of estrangement. I will approach the matter with an open mind and without binding the Commonwealth. The Conference," he continued, "will not be a mere appendix to a series of festivities, and I rely on the people of Australia to deal cautiously and manfully with its recommendations."

Such home and Colonial utterances would of themselves go far towards investing the Conference with a very real significance. It will be noted that in both cases a note of caution was struck, since even Lord Grey does not ask more than that progress should be made towards the attainment of that ideal Federation which is the dream of every Imperialist. His suggestion, too, that the Conference should hold its meetings in public is all in the direction of cautious procedure, since, as is sufficiently demonstrated in the case of the Imperial Parliament, there are few more corrective influences than public opinion, and few forms of criticism more hostile to the swift passage of inept and hasty measures than the alert surveillance of the daily Press. As to Mr. Barton's definition of his own responsibilities in regard to the Coronation, the spirit of caution is still more strongly developed in his sturdy resolution to keep an open mind without binding the Commonwealth, and, as similar views have been enunciated by other Colonial delegates, it is certain that the burst of loyalty and enthusiasm created by the Coronation and the nation's celebration of it will leave the inter-Colonial Conference free to take a singularly clear view of the subjects submitted to it for discussion, and to refrain entirely from anything like prematurely compromising action.

Lord Salisbury, in his address to the Primrose Club, sounded a note of warning with reference to the conference, which is sharply accentuated by such incidental allusions as those quoted above, and which, though of course in quite a minor key as regards impressiveness, has been clearly anticipated in previous instalments of these notes. It was to be expected that he would deal with the question from that curiously detached standpoint which he is wont to assume on such occasions, and which makes one for a moment forget what a tremendous power for good or evil he himself is in the very matter of which he is so coolly, so dispassionately, discoursing. Yet there could not but recur constantly to his listeners the solid fact that he who was talking—talking as if he were merely introducing to their notice some of the stronger lessons of self-repeating history—was not only the Prime Minister of England, but a man to whom the British Empire simply does not know what it owes, and is never likely to know.

For Lord Salisbury — although by temperament, by education, and by environment, not, perhaps, greatly in sympathy with Colonial developments, notwithstanding his youthful experiences in Colonial goldfields—is truly a pillar of the Empire so vast and imposing as to be beyond the reach of ordinary methods of measurement. For Empire depends on other things besides the mere process of acquiring Colonies and peopling them with a robust and progressive race. We have seen in the history of the world more than one great empire fall into decay—Rome is a classical, Spain a more modern, instance—because there was corruption at the core, and the discovery of it came in due course to be followed by the contemptuous disregard of more vigorous nationalities for the rotten mother country, or mother city, as the case might be. But Lord Salisbury's extraordinary personality has retained for Great Britain, apart from her Colonial growths, a respect abroad which no amount of Continental vapouring nor of home political bickering can altogether efface. Let the student of Colonial affairs never forget that, in any estimate of historical forces and of what results from them, the Chancelleries of Europe must be reckoned as a first consideration in questions relating to Imperial expansion, if not to individual Colonial developments. A sound Colonial policy comes after, not before, a sound foreign policy, since no amount of Imperial prosperity would

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compensate the growth of any genuine conviction on the part of Europe that Great Britain could be attacked at any moment without risk. Hence Lord Salisbury, who, whatever else the Continent may think of him, is the most profoundly respected statesman in Europe of to-day, is really more to the Empire than Mr. Chamberlain, large as the latter looms in the Imperial landscape at the moment.

Very attentively, then, must we study, even if we do not closely follow, the warning of this Nestor among contemporary great men, not to be over-anxious to "force the various parts of the Empire into a mutual arrangement and subordination for which they are not ready, and which may produce a reaction in favour of the old state of things." As Lord Salisbury points out, and we ourselves, with less gravity of historical reflection and very much less responsible experience, have also pointed out, there is a real danger in trying "to anticipate events or to foreclose the results, the precious results, which, if we are only patient and careful, the future has in store for the Empire." Imperial Federation is a noble ideal, and already there are indications of unity on broad lines such as may enable the British Empire of a coming age to be something altogether grander and more stable than aught which Imperialism has yet produced in the world. But there are, and for years there will be, obstacles to complete Federation in the shape not only of natural difficulties, but also of artificial pitfalls in the way of individual ambitions, schemes, and follies. There is misunderstanding brewing on the subject of Imperial Defence, and the Empire will be fortunate if it emerges from the Conference with anything like a practical consensus of opinion on this subject alone. The greater need, then, for caution and, to hark back to the argument of Lord Grey, for a reasonable publicity. What we want to arrive at is not the prompt realisation of any cut-and-dried project, but the provision of a sound basis on which the "common-sense of most," as Tennyson calls it, shall have a chance of asserting itself.

SOLDIERS' TOMBS.

FROM the monument to Wellington in St. Paul's Cathedral to the humblest cross of rough-hewn wood which marks a soldier's resting-place, the graves of heroes have always had a fascination for the patriotic mourner. Our soldiers fall in many distant lands, and it is often as impossible to mark the ground which covers their remains as it would be to indicate the exact spot of ocean where the gallant seaman is laid to rest in his own element. Whether the exact spot be marked or not, it has long been the custom in both the sea and land Services to place a monument of some sort to the memory of those who, though dead, "live in Old England's heart." When a regiment returns from a long tour of foreign service it is usual for it to place in the church with which it is most intimately associated a monument bearing the names of all those comrades who were destined not to see Old England again. The same custom prevails in the Navy, especially if a commission has been marked by a spell of active service. Witness the many fine memorials at Portsmouth and elsewhere. One of our illustrations shows the care taken by the Guild of Loyal Women of Molteno to keep green the memories of those soldiers who have fallen near their town. All honour to the Guild. The relatives of the fallen soldiers cannot help being touched by this mark of womanly love and sympathy, while the soldier-comrades of the departed are scarcely less touched, feeling as they do that an honour is done to soldiers as a body by such acts of grace and care. It will be seen that the little cemetery is carefully kept, and that the crosses are handsome and elaborate. The nearest one is that erected to Lieutenant-Colonel Frank Harald Hosier, of the Middlesex Volunteer Artillery, who met a soldier's death universally regretted. The big cross is sacred to the memory of Captain the Hon. Raymond de Montmorency, of the 21st Lancers, and six of his scouts. It is peculiarly pathetic that this picture should reach us in the very same week in which we have to mourn the death of this young hero's father—Lord Frankfort de Montmorency—whose eldest son and heir he was. The Hon. Raymond de Montmorency had gained the Victoria Cross by his gallantry at Omdurman, where he was conspicuous in the great charge. He was a soldier, a sportsman, and a horseman of the first rank, and when he got command of the Scouts it was felt that he had gained his opportunity, and great things were expected from one who had proved himself so valiant and so capable. Alas! it was not to be. On February 23, 1900, the gallant fellow was killed near Molteno. It is this date that the members of the Guild of Loyal Women of Molteno have decided to keep as a flower day. Our picture is from a photograph taken on the anniversary this year.

The tablet shown in the other picture was placed in the church of St. Mary Abbot, Kensington, last April. It is pathetic, as are all records of soldiers cut off in the flower of their youth. It is of statuary marble. The regimental badge of the George and Dragon cut in low relief is most artistic. Though we do not know the name of the artist who actually carved it, we have ascertained that this most creditable work of art comes from the workshops of Messrs. Farmer and Brindley, of 65, Westminster Bridge Road, S.E., who have furnished so much good work already that their name is a household word.

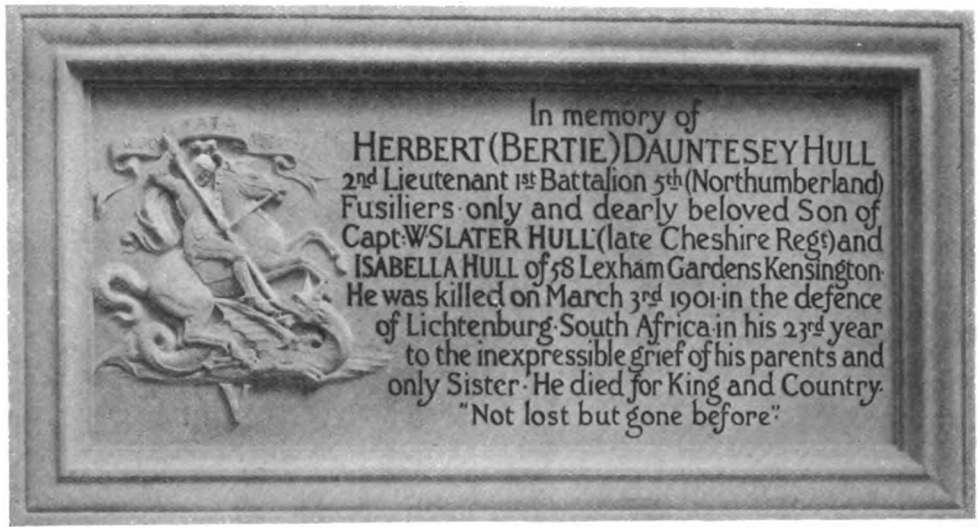
In memory of
HERBERT (BERTIE) DAUNTESEY HULL
2nd Lieutenant 1st Battalion 5th (Northumberland)
Fusiliers only and dearly beloved Son of
Capt W SLATER HULL (late Cheshire Regt) and
ISABELLA HULL of 58 Lexham Gardens Kensington
He was killed on March 3rd 1901 in the defence
of Lichtenburg South Africa in his 23rd year
to the inexpressible grief of his parents and
only Sister He died for King and Country
"Not lost but gone before"

Photo. Copyright *Farmer*

TO A YOUNG SOLDIER.

Tablet in St. Mary Abbot's Church.

Photo. Copyright. *Lomas.*

A GRACEFUL TRIBUTE.

Memorial flowers placed on soldiers' graves.

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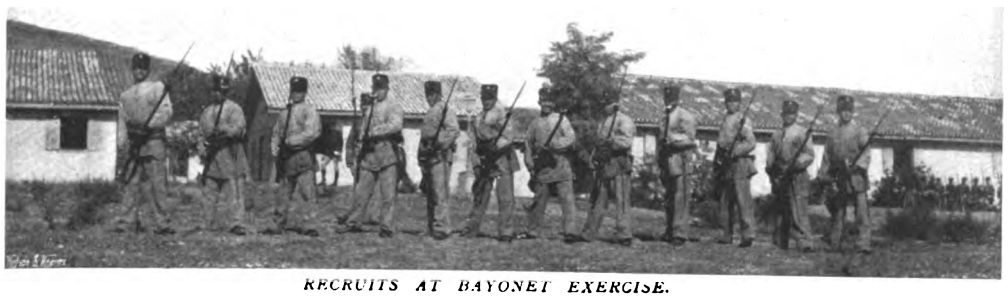

RECRUITS AT BAYONET EXERCISE.

"A MAN IN AUTHORITY."

THE GREEK ARMY OF TO-DAY.

THE eternal Eastern Question has been a nightmare to generations of English statesmen. The condition of Greece has naturally been studied in connection with this by the more thoughtful of Englishmen. The great mass of our countrymen know little of Greece or of her Army.

The conditions of service in that country approach the feudal. The Greek soldier is not a soldier in the strict sense now applied to the word by nations who have found large standing Armies necessary, and who have been taught by experience, sometimes sad, the advantage of keeping their Armies well trained in the purely professional duties of the military calling. The soldier of Greece is a Jack-of-all-trades. With the exception of the Chasseur branch, he has to attend to the duties of policeman, Excise officer, fireman, and of others too numerous to mention, which are performed in other countries by classes of men specially employed. It follows that his military efficiency cannot be of a high order, as he has not time for the exercises necessary to perfect a soldier. The system of feeding the soldier—a more important matter than civilians think—as pursued in the Army of the King of the Hellenes is antagonistic to all military ideas. A deduction is also made from his pay for homes for old soldiers and their families. Surely the provision of such a fund is the duty of the country which the soldier serves, and not that of the man who has barely a living wage.

TWO DUTIES IN ONE.

A fireman doing sentry's work.

The food is supplied by the company officers. Our correspondent does not enter into details. The bare statement is sufficient to convey how discipline must suffer under such an arrangement, even though we hear that the commanding officer exercises a careful supervision, and that the men look well and hardy. Imagine Private Thucydides being brought up before Colonel Epaminondas by Sergeant Pelops, and being awarded a term of imprisonment for saying that his cheese was mouldy and that he would take no more of the brand supplied by his Spartan captain. Surely it is wrong to mix up executive duties with those which should belong to special branches.

The pay of the Greek soldier is 100 lepta, or tenpence, per diem. Of this he is mulcted in twenty-five lepta per day for his kit (think of this, ye English soldiers who grumble!), fifty-nine go for "food" and bread, and one lepta for the fund already alluded to for homes for old soldiers and their families. He actually receives fifteen lepta, or three-halfpence, of pay Under these conditions it is well for the man who regards the Greek soldier to hear that the price of provisions is abnormally low, and that the soldier shows a brave physique under his hard circumstances. It is not impossible that he finds in his various civil duties some means of increasing his military income. Such things are known to happen in other countries where soldiers are under-paid.

The country looks with disfavour on the Army, and even if it could afford to pay it at a higher rate it would not do so. The Army is regarded as a "necessary evil," and every means is taken to reduce its cost.

The Chasseurs are the Highlanders of the Greeks, and their dress slightly resembles that which was to have been changed as regards our Highlanders by a recent order, now happily reconsidered. The Chasseurs are really hillmen born and bred, and have done good work in suppressing the brigandage which has for centuries disgraced the Greek mountains. In our own memories there is the case of the revolting murders which disgraced the very site of the battle where Leonidas has left an undying name to history.

The mountains are now stated to be practically free from brigands, thanks to the exertions of the Chasseur branch of the Greek Army. Such duties must be considered as purely those of police, and although this branch of the Army (which is about 8,000 strong) is supposed to be confined to more purely military work than the rest, the chasing of brigands cannot be considered as the peace training of men designed to fight battles. No doubt such work is in many ways an excellent training for a short period. Continued year after year, however, it is not soldiers' work. Excellent as the training of the Chasseurs' work may be in this branch of scouting, there is no doubt that the Army of King George I. will benefit when it is possible to keep this branch at duties more purely appertaining to their profession.

The quaint uniforms of the King's Guard are striking. An American friend remarked that these men "had all their buttons on." This was, of course, said as a compliment to their general appearance of smartness and efficiency. An examination of the picture will show that this corps does "sport" a large number of buttons, though our old Hussars with their five rows beat them in this respect. The general impression to English eyes is that these Guards are a mixture of State trumpeters and boatmen. What compliments would they pass on the new hat of our Foot Guards!

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THE PICK OF THE BUNCH.

Chasseurs of the Line.

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Since Byron's days the interest in Greece has considerably diminished. Still, many an old Greek has heard of and loves the name of "My lor'" Byron.

The modern sentimentalists who wanted to follow the lead of the Byronic school, and to pose during the late conflict with Turkey, had to acknowledge that the Greek of to-day is not as well adapted to the arts of war as were his forefathers. To quote the parodist of Dr. Johnson, "there was more of a vapulation than a pulsation" on each occasion when Greek met Turk.

Let us wish them better luck next time, when we consider that they are the subjects of our Queen's brother.

Photo. Copyright. *"Navy & Army."*

IN A RESPONSIBLE POSITION.

The King's Guard at the Palace, Athens.

A graceful picture lately published in England shows "Three Queens." These great ladies, standing in quiet harmony, all carefully dressed alike, show our own Queen on the right, her sister the Dowager Empress of Russia on the left, and the Queen of Greece in the centre. What an idea for the student of the Eastern Question! Here are three Royal ladies who sway, or have swayed, the minds of those upon whom peace and war depend. What a Utopian dream to consider if it were possible that the nations represented by the Queens could always live in peace and quietness. Then comes the thought, What would have been the present state of Greece if our own Prince Alfred had been permitted to accept the throne of Greece, to which he was elected in 1863 by the extraordinary majority of 211,000 out of a total voting of 241,000? If all were known, we might find that he would have chosen to die as he did, ruling his hereditary dominions. Even to a man of his bold character the throne of Greece would not have been an easy seat.

IN A CAPTAIN'S CABIN.

THERE is a general opinion among landsmen that the life of the captain of a war-ship is a continual enjoyment. This may be put on a level with the belief—often entertained—that Christmas Day at sea is essentially enjoyable, that it is given up to frolic, and that it means nothing but a scene of hilarity. People who talk, or think, in this way forget that the weather cannot be trusted; that the fact that it is the great Christian festival will not prevent a ship from having to battle against a gale for her existence; that, in a sailing vessel, there are sails to be trimmed; and that, even in a steam-ship, there is watch to be kept and fires to be looked after. Of course, the position of the captain of a war-ship—whether she be a destroyer or a battle-ship—is one of comparative independence. He is autocratic within his own realm, unless, indeed, he happens to be the captain of a flag-ship. Nevertheless, his post is one of considerable isolation. Let us take the case of a big cruiser or a battle-ship. In harbour, the captain can go ashore or have friends to visit him. At sea, he stands alone. The ward-room constitutes a mess where man meets man on terms of equality, but the captain is an isolated being. Even when he comes on deck he is practically severely isolated unless he calls someone to him. This is all conducive to the majesty of the Crown which the captain is supposed to represent, but it makes things a little lonely for the captain. Still, there are captains and captains.

The usual course of invitation is well known; and, naturally, the commanding officer need never dine alone unless he wishes to do so. Still, there are considerations which apply in various cases; and the life even of the most popular captain may easily be isolated and lonely to a degree of which people ashore have only a slender conception. On the other hand, when in port, the existence of the commanding officer of a big ship flying the white ensign is more or less diversified by entertainments.

The British Navy has never been backward in its hospitalities, nor have its representatives often failed to receive the greatest courtesy and kindness from the ports at which they have called. These courtesies have a wider scope than the mere extension of hospitality to the representatives of the Empire. They are international, and they are necessarily reciprocated. In other words, the captain of a big war-ship becomes an entertainer on behalf of the Empire—and in this, be it said, he is habitually seconded by his officers. Whether the captain is adequately remunerated for the expense thus cast upon him on behalf of the country which he serves, is a question which need not be discussed. It is quite certain that his officers receive no remuneration whatever, and that the hospitalities which they extend to guests in foreign ports have to come out of their own pockets. This, however, is rather beside the question. The only point we need emphasise here is the fact that the sojourn of any one of His Majesty's ships in port means the exercise of hospitality by the captain and officers in a very pleasant and always much-appreciated fashion.

Our illustration shows the cabin of Captain Percy Scott of the "Terrible" prepared for a dinner party, and it seems to be pretty evident that the officer in question is determined to maintain the well-earned reputation for hospitality which the British Navy has acquired. It will be a bad day for the Service and for the country when these old-established traditions cease to exercise a controlling influence upon the action of Naval officers.

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READY FOR THE GUESTS.

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BRITISH LIFE-BOATS.—II.

Their Service and Stations.

MARGATE.

By C. H. TEMPLE.

MARGATE is proud of its lifeboat station—and justly so, for within quite recent times the generosity and enterprise of the Royal National Lifeboat Institution have raised it to an enviable position. Without exception, probably, Margate, with its two modern boats, its appliances and equipment, is the finest lifeboat station in the world. Everyone acquainted with the locality of the town, situated as it is on the extreme north-east corner of the Kentish Coast, will remember its close proximity to the famous and feared Goodwin Sands, and will at once draw the conclusion that there is plenty of work for this station to perform.

This, indeed, is only too true, for although the boats are not called to minister to those in danger on the Goodwins—this is performed by the other life-boats stationed further south on the coast—yet the neighbourhood is a sadly dangerous one, as is evidenced by the large number of wrecks which have occurred thereabouts, and the long list of ships salved and lives saved is eloquent testimony to faithful service efficiently rendered. The coast is a pretty bad one, rendered dangerous by the strong currents running, but more so by the large number of sand-banks which form a constant menace to East Coast and Channel bound shipping. These sands, such as the Long Hook, Shingles, and Kentish Knock, to mention only a few, are constantly shifting their location, necessitating an everlasting change in buoying the channels, thus proving a veritable death-trap to the unwary and unfortunate. To give some idea of the area of operations, the Long Sand Light-ship is twenty-six miles away, and the boats work right up to this point in radius.

It was in 1866 that a lifeboat was first established at Margate, the "Quiver" performing her first service in that year. The record of this boat is an exceedingly creditable one, for from the commencement of her work until her supersession she rescued 131 souls.

But the year 1898 marked a memorable departure in the history of the station; the old order changing gave place to the new. The "Quiver" was then replaced by two modern boats of the best self-righting type. These are named

"LET HER GO!"
Launching the boat for service.

respectively "Eliza Harriet"—a legacy boat, left by the late Mrs. Kidd—and "Civil Service No. 1." *En passant*, it is interesting to recall that there are several Civil Service boats stationed at different points on our coasts, maintained chiefly by the subscriptions of gentlemen belonging to the various departments of the Civil Service. Last year 21,310 subscriptions of half-a-crown each were contributed by them to this special fund.

It is not a difficult matter to justify the statement that Margate is one of the best-equipped lifeboat stations in the world. A glance at the pictures which we reproduce will at once confirm this, while especially the trained eye of the expert will immediately perceive the truth and justice of the remark. To the casual visitor the sight of the boats standing upon their slipways on either side of the pier is a never-failing source of interest. But to those who realise something of the stern necessities underlying all lifeboat work, the peculiar preparedness of the boats for action is a matter for constant congratulation. And it is a patent fact that the officers of the institution have done all that in them lies to make the station useful and efficient.

Let us suppose that a call has come for the lifeboat.

Photos. Copyright. *Fry, Brighton.*

THE "ELIZA HARRIET" AND THE "CIVIL SERVICE No. 1" READY FOR USE.

These boats have a record of which Margatonians are justly proud.

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Photo. Copyright. *Fry, Brighton.*

INDISPENSABLE TO SUCCESS.

Steven Clayson (*2nd coxswain*). *Albert Emplage* (*1st coxswain*).

Margate has a roll of something like eighty volunteers, and at once there is keen competition amongst these as to who shall go out. A rush is made to the boat-house on the jetty, for the rule is that the first twelve men who don the cork jackets are winners. So strenuous is the struggle at times that I have heard of blackened eyes and bruised limbs given and gained in the conflict. Then away to the boat as she stands ready for launching on the slipway, resting upon fixed rollers. She is gradually drawn forward by underneath falls until she tilts upon a skid. Three men then jump in to be in readiness against accidents, such as the possible, but hardly probable, event of her running beyond control. Then she is lowered down the inclined plane of the slipway by a wire hawser worked by a winch, and at the psychological moment, as the rest of the crew climb in, she is liberated on the back wash of the waves, and is off on her errand of mercy, no matter what may be the state of wind and tide. Now all this sounds tedious enough; as a matter of fact, from the call to the launch generally averages ten minutes, and has been smartly accomplished within seven minutes.

Now contrast this with the old style of launching. Horses had to be harnessed, and the carriage and boat had to be drawn to that part of the beach most favourable for a "jump off." The state of the tide did not always suit, and

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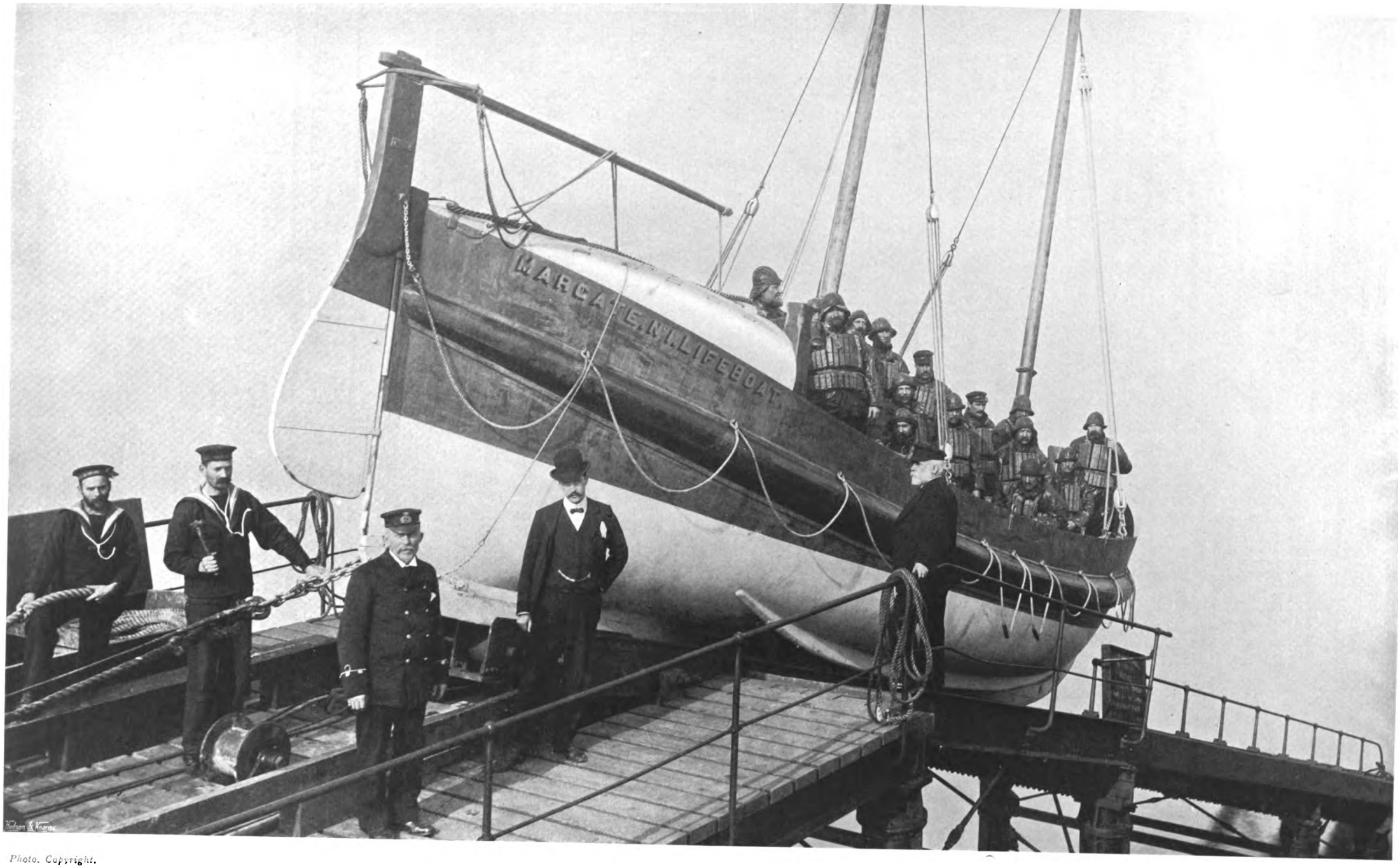

Photo. Copyright. **Fry, Brighton.**

ON THE SLIPWAYS.

The "Eliza Harriet," with her crew of stalwarts, ready equipped.

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often there was a weary waiting time, with men eating their hearts out because of delay. As the local secretary, Mr. T. Jephcott, who is most keenly interested in his station's achievements, remarked to me, "It was sometimes heart-rending, when we got a call, to wait about, and we kept asking each other, 'How are we going to get out?'" In those old days a launch would sometimes take from three to four hours, and going through all the records I struck a time average of about one and a-half hours. Paradoxical as it seems, the present method of launching from the slipways is a great saving in spite of greater expense, because it affords better facilities, the boats are always ready for service, the possibility of them being damaged is minimised, accidents to the crew very rarely occur, while what used to be a constant source of anxiety, that is, the fear that the horses would be washed away, is entirely effaced.

The record of the present boats reveals how useful they have been. From January 15, 1899, up to March 21, 1902, the "Civil Service" has been instrumental in saving sixty-four lives, whilst the "Eliza Harriet," first doing duty on January 22, 1899, has brought in twenty-six people up to her last service on December 14, 1901.

No wonder the local committee are proud of their station—all things considered, there is reason for self-congratulation. Naturally, during such a long history, exciting incidents connected with the work of the station have been manifold. Leaning over the pier rail I talked with one of the coxswains about his experiences. Steve Clayson by name, he is a typical longshoreman of the Kentish Coast. With deft hands he was putting the finishing touches to his boat's decoration, and pride was displayed in every movement of his brush.

"Well, sir, I've had a longish spell at this sort of work. For nine years I've been second coxswain, and first went out with the boat twenty-three years ago. And during that time I've seen some queer sights and had not a few adventures and troubles. But somehow the work seems to grow on us as we get older, and I hope to take part in a good many more 'services.' Among many stirring events it's not easy to recall the most exciting, but I reckon the wreck of the 'Sardonyx' was my queerest experience."

"Oh, well, tell me all about that!"

"On November 13, 1900, about five o'clock in the afternoon, a ship was observed making signals of distress, so the men were called and we got one of the boats out. About midnight we reached her and made her out to be the steamer 'Sardonyx,' of nearly 2,000 tons. Stranded on the Kentish Knock, the sea was breaking right over her, and the captain asked us for assistance. At first it was thought that there was no great danger, but we stood by in case of need. However, the wind freshened until it blew a full gale, so it was decided to bring the crew ashore. This we did, saving forty-eight lives out of the ship. What with waiting about, and making two voyages, the service lasted from the 13th to the 17th, but it was a good job that we saved the crew, for the steamer became a total loss. And to illustrate the fierceness of the gale, the wind blew her off the Knock and the strong tide running drifted her on to the Goodwins, where she was wrecked. What made the service conspicuous to us was this. There were several cases of severe sickness on board. We had been told that the ship had come from an infected port, and also that when she put into Gibraltar the medical officer there was not quite sure what the sickness was. So you can imagine our feelings; we had ghostly visions of plague, and all sorts of horrible things. In fact, it was reported in the London papers that plague had made its appearance in the town. However, our secretary packed us all, rescued and rescuers, in the boat-house, and made us smoke for all we were worth, until the sanitary authorities and several medical men had made an examination. Even then they were not quite sure what the sickness was, but after a while they let us go, the sick being isolated in hospital. In the end everything turned out well."

"They were not cases of plague, then?"

"No, I'm thankful to say; but you see they might have been, and I mention this only to show that we lifeboat men have to face risks other than those connected with the water. However, our men are splendid; most of them have stood the wear and tear for many years, and are prepared to run all risks for many a year to come."

Photo. Copyright. *Fry, Brighton.*

THE COMMITTEE AND ITS HELPERS.

John Davies. Thomas Wallis. Mr. T. Jephcott. W. Mercer, Esq., J.P. Chief Officer Dent. T Brehont. T. B. Jephcott. (Hon. Sec.)

NOTES & QUERIES AFLOAT & ASHORE.

"HOPLITE" (Blackburn).—There are at present only two cavalry regiments stationed in London. These are the 1st Life Guards at Hyde Park and the 2nd Life Guards at Regent's Park. With regard to your question about Lancer regiments, the 5th (Royal Irish) Lancers are now serving in South Africa, but their depôt is at Canterbury. The 9th (Queen's Royal) Lancers are on passage to India, where they will arrive very shortly. The 12th (Prince of Wales's Royal) and 17th (Duke of Cambridge's Own) Lancers are at present in South Africa, and their reserve squadrons are stationed at Ballincollig in Ireland. The 16th (Queen's) Lancers are serving in South Africa, and the 21st (Empress of India's) Lancers are stationed at Dublin.

* * * *

"R. F."—Down to the beginning of the last century it was usual for British men-of-war to be painted all over a bright yellow, except at the water-line, where a wide band or belt of black ran the whole length of the ship. There was, however, no regulation on the subject, and although nine captains out of ten followed this style of painting for their ships, a few captains here and there had their ships painted differently, according to their own individual notions. Old pictures and old logs bear witness to the fact that there were ships painted with red sides instead of with yellow, and also, occasionally, ships with all black sides. There was no attempt at uniformity in any fleet, apparently, and no admiral seems to have attempted to secure anything of the kind until Earl St. Vincent and Nelson inaugurated the practice. It would seem that Earl St. Vincent was the first to start the idea when in command of the Mediterranean Fleet in 1796, and from him Nelson, who was his avowed pupil, took up the idea. Earl St. Vincent, however, did not go further than having all his ships painted yellow and black, according to the old fashion. All had to be painted alike, and there St. Vincent stopped.

* * * *

"COLOUR-SERGEANT."—This rank was introduced in 1813, Lord Palmerston stating that "in consideration of the meritorious services of the non-commissioned officers of the Army, and with a view of extending encouragements and advantages to those ranks of the infantry corresponding to the benefits with the appointment of troop-sergeant-major in the cavalry," the pay of sergeant-major of infantry would be increased to 3s. per diem, while one sergeant in each company would be designated colour-sergeant, with the increased pay of 2s. 4d. per diem. It was further decreed that colour-sergeants should be distinguished by "an honourable badge," of which, however, they were liable to be deprived in case of misconduct. The warrant goes on to state that it is also intended that the duty of attending "the colours in the field shall at all times be performed by the colour-sergeants, but that these distinctions shall not be permitted to interfere with the regular performance of their regimental and company duties."

THE EDITOR.

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BRITISH RELATIONS WITH ABYSSINIA.

By CAPTAIN RALPH P. COBBOLD.

SOME days ago news reached this country from Paris, through one of the agencies, that the French Government had invited Menelik, Negus of Abyssinia, to visit France, and that his arrival there was confidently anticipated some time next month. It was also reported that M. Legarde, the French representative in Abyssinia, was on his way, with an autograph letter from President Loubet containing a special invitation, and that this gentleman had declared that its acceptance by the Negus was practically assured. A correspondent of one of the Parisian papers improved the occasion by assuring its readers that French relations with Abyssinia were on the best possible footing, in sharp contrast to those existing between Abyssinia and this country. The same correspondent proceeded to substantiate these statements by alluding to what he was pleased to term the very cold reception accorded by the Abyssinians to the late English mission to that country, with the added misstatement that this British expedition, having failed to enter Abyssinian territory, had returned.

In view of the possibility, which I cannot help thinking is a somewhat remote one, that Menelik might be induced to visit Europe, in view, too, of the interesting developments which might ensue should such a visit become an accomplished fact, a few notes upon British relations with Abyssinia, by one who was a member of the last English mission to King Menelik's country, may not be unacceptable at the present time. In the first place, I should like to reinforce my expressed doubt as to Menelik's acceptance of the French invitation, by the knowledge I acquired in my recent experiences in Abyssinia of the extreme suspicion with which Menelik and his high officers of state view any extension of intercourse between Abyssinia and European nations. To such length is this attitude of suspicion carried, that although the leading men in Abyssinia make use of such Western inventions as the telephone, the Emperor Menelik himself, acting under the advice of the priests, has always refused to converse with Europeans over the wires for fear the foreign devils should slay him by means of their magic operating through those same wires. No doubt even Abyssinia moves with the times, but I confess that I should require a more convincing statement and more trustworthy information than that of the French correspondent, before I should be inclined to believe that the dusky potentate could so far overcome these ingrained prejudices as to cross the black water and trust himself on the soil of France.

The subject of British and French relations with Abyssinia practically resolves itself into two points of interest—namely, ordinary trade rivalry and a keen competition to secure, in the favour of

BASHA BALLINA.

The commander of the escort of Abyssinians specially detailed as a bodyguard for the British officers.

COMTE DE LA GUIBOUGERE.

A French officer entrusted by the Negus with the the task o' training as soldiers the slaves taken in Abyssinia.

Photos. Copyright. "Navy & Army."

TYPES OF ABYSSINIAN SOLDIERS.

They wear long calico drawers and shirts and a strip of calico round the body. Note their long curved swords.

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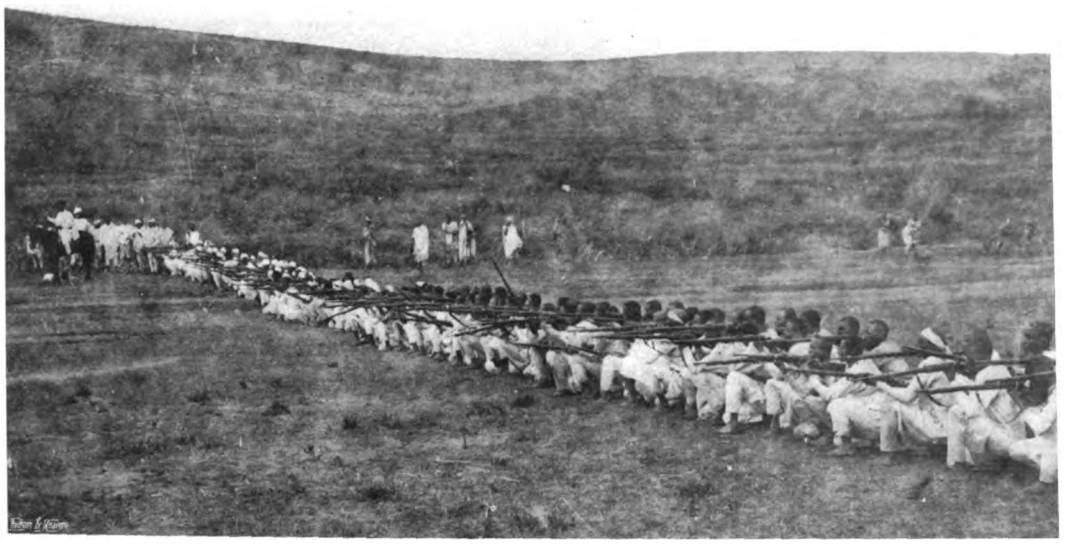
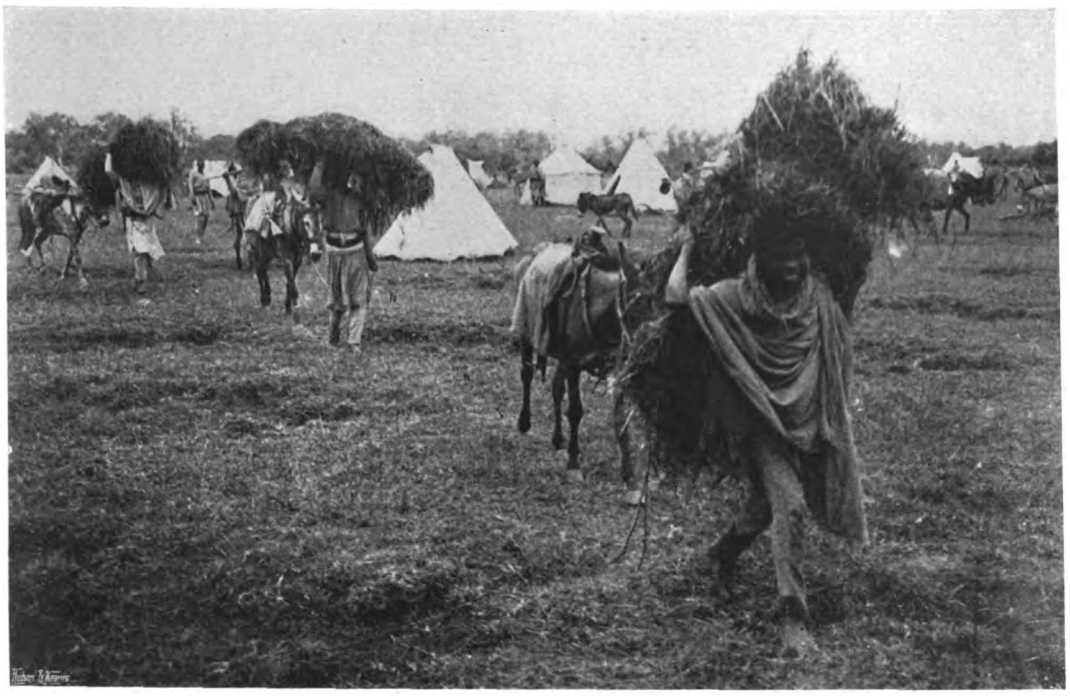


NEGRO SLAVE TROOPS IN THE SERVICE OF THE NEGUS.

These men are drawn from the western provinces of Abyssinia—the Beni Schengalis, who were conquered and brought into subjection by Menelik early in his career.



SCENE IN AN ABYSSINIAN CAMP.

Soldiers bringing in bunches of grass for fodder. Good fodder is scarce in the Ogaden, and often considerable distances have to be traversed to procure it in sufficient quantities for supplying the needs of a camp.

Photos. Copyright. *"Navy & Army."*

AN OGADEN CHIEF AND SOME OF HIS HEAD MEN.

Who have come to pay a visit to the British officers accompanying Ras Makonnen's army.

one or the other, Abyssinia's political influence on the eastern littoral of Africa, with all the military power and territorial assurance that it may involve. With regard to the former, the next move apparently rests with this country. The chief commercial centre of Abyssinia, Harrar, is some distance inland from the shores of the Red Sea. The principal caravan routes lie through British Somaliland, having their ports at Zeila, Bulhar, and Berbera. The distance is about 250 miles from Berbera, between which port and Aden flows the main stream of Abyssinian commerce. This at present is chiefly in the hands of British subjects, but of late years it has been threatened by the advent of the French railway starting from Djiboutil, a port lying further to the north, having for its objective Harrar itself, some 120 miles distant. The French company, however, who have undertaken the construction of this line, have found it a far more expensive undertaking than they expected, and, after building some two-thirds of it, have had to apply for assistance to English capitalists. This assistance has been granted in such liberal measure as to have seriously agitated the minds of our French friends upon the subject of the ultimate control of this new route.

In the meantime the one-third of the line remaining uncompleted is through the most difficult country, and is not likely to be finished inside of the next two or three years. So conservative are the traders in those regions that even if the line were completed the Berbera route would continue to find very considerable favour, and there can be no doubt that a British-built and British-owned railway along this line would always carry the great bulk of the merchandise passing between Abyssinia and the outer world.

With regard to the political outlook, so far from the English mission having been coldly received, Major Hanbury-Tracy and myself were treated with the utmost consideration by the Abyssinian authorities. The chief object of our mission was to obtain permission to accompany the Abyssinian Army in its recent expedition against the Mad Mullah, an expedition in which some British Somali levies, under Colonel Swayne, co-operated. On our arrival at Harrar we were received with full military honours, and, after a most gratifying exchange of courtesies between ourselves and Ras Makonnen—the Abyssinian Commander-in-Chief and Menelik's probable heir and successor—we were furnished with all necessary authority and with a large escort of Abyssinian troops, in order that we might carry out our intentions under the most favourable auspices. We duly accompanied the Abyssinian Army for three months on a march through the Ogaden country, and learnt many interesting facts concerning the social and political organisation and the military power of that interesting country, and left the country with the friendliest assurances of goodwill from the Negus and his Government towards this country.

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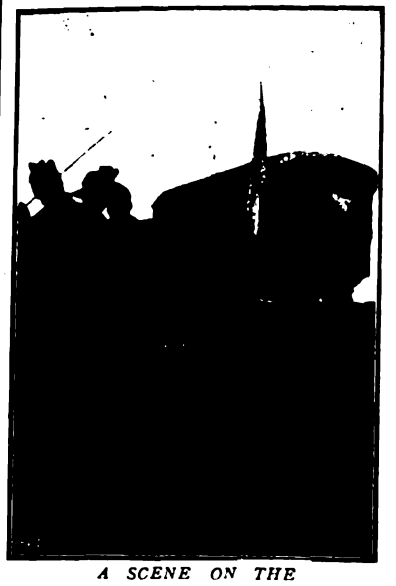
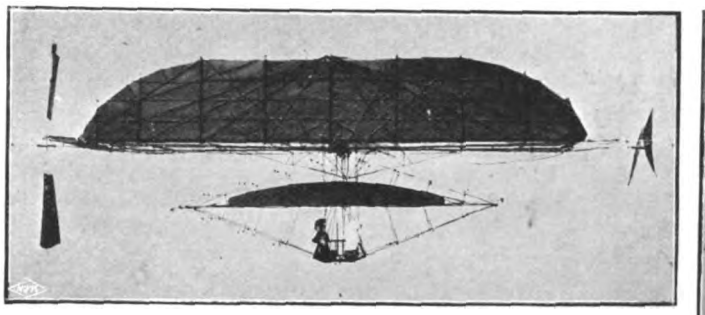


A SCENE ON THE VELDT.



A NOVEL AIR-SHIP.

STOWING A BOWER ANCHOR.

ROUND THE WORLD.

PER MARE, PER TERRAM.

By UBIQUE.

THE most interesting visitors at the Coronation time should certainly be our Colonial brethren. They come representing those great possessions which have sprung up about the Motherland—the "daughter islands"—and they bear the laurels of the victories they have helped to win in the common cause of Empire—that "Empire slowly rising out of the sea."

"She looks a sea Cybele, fresh from ocean,
Rising with her tiara of proud towers
At airy distance, with majestic motion,
Ruler of the waters and their powers."

As Lord Salisbury said a fortnight ago, the Colonists have warmed more and more in their affection to the Mother Country. They have shown a zeal for the progress of the Empire, and an appreciation of its benefits, which a few years ago very few would have guessed to be possible. A spontaneous feeling was evoked which took the world by surprise, and which has added enormously to the strength of the Imperial structure, even though it has evoked a strange cry of bitterness by disappointing our rivals. Thus it is that we look forward to welcoming the representatives of Empire at the Coronation ceremonies. They are speeding to us from every part of the world, and their meeting will impart even greater vigour to the kinship of the race. There are no doubt profoundly difficult questions still affecting the relationship of the various parts of the Empire—difficulties as to the burden of finance, the duty of defence, the participation of the Colonies in directing the policy of the Empire, and many other matters of extreme complexity. We cannot force the pace of Empire, but we know that much good will come from the assembly of Colonial representatives at the coronation of King Edward.

AS a mark of the great change which has passed over the relations of this country with other Powers, it is curious to remember that, within twenty years, Egypt, which threatened to cause a European conflagration, has been set upon the path of prosperity and progress, and that the controversies which arose in regard to that country are silenced almost entirely. Two formidable rebellions were suppressed, extensive territories were abandoned and reconquered, and civilisation was carried to those regions in which the blight of Mahdism had held sway. The dangers which threatened when the French intruded on the Bahr-el-Gazal, and when the Macdonald expedition was forestalled, have vanished entirely. Never has there been an instance of such rapid recovery as that of Egypt under our guidance. We do not now hear those angry demands for our withdrawal which once were so frequent in the Continental Press, and there are no articles in the magazines, as there used to be, by politicians who made careful calculations as to the date at which our work in Egypt would be done, and when we could leave "Egypt to the Egyptians"—or perhaps, more probably, to some European rival. Dangers loom for us, it is true, on the side of Abyssinia, where a delimitation of frontiers is desirable. There, as from the west, the French would be glad to penetrate into the valley of the Upper Nile, and the Russians would support them; but with every year our position is consolidated, and our authority is at present dominant in Abyssinia. The representative of Menelik who is coming to the Coronation may perhaps succeed him upon the throne, and—though more practical evidences of our friendship to Abyssinia are desirable—there is every reason to believe that by judicious management we shall strengthen our power in the Egyptian Soudan.

THERE now no longer remains any doubt that the Triple Alliance will be renewed next year. To continue it is harmless in one sense and beneficial in another, for it makes for peace, while to abrogate the Treaty would create difficulties of no common order. But the Triple Alliance is no longer what it was, and even Bismarck, whose wonderful genius brought it about, recognised that it had no finality. It has been said that the Germanic agitation tended to set up a cleavage in Austria-Hungary, and thus to endanger the Alliance, but the truth is that racial tendencies have little influence compared with the tendencies of nationality. One of the most marked features in the modern world is, indeed, the substitution of the nation for the race as a vital principle. Hence it may be said that Austria-Hungary, which sprang out of a political necessity, enjoys a sense of security, and that the agitation of the Pan-German League is only a surface disturbance. The Italian Irredentists are perhaps a greater danger, but even they have no power to bring about a breach. Thus Austria and Italy will continue in amicable relations with one another and with Germany, though recognising that the situation of affairs has profoundly changed since first the Alliance was formed. Manifestly the hard and fast lines no longer exist, and Italy can enter into friendly dealings with France, without causing any soreness on the part of her allies.

FRENCH artists devote themselves much more than their English *confrères* to the representation of military scenes, and the wars of the First Empire are still a fount of much inspiration. At the Salon the Société des Artistes Français exhibits many Napoleonic pictures. A subject often painted, that of the last fight of the Old Guard at Waterloo, has been chosen by M. Arus. There is much movement, but French critics describe the picture as *brutal*. The Grenadiers, the *élite* of the *élite*, all seasoned soldiers, and many of them decorated with the Legion of Honour, are seen at the moment of the repulse of an attack by British Hussars, who are thrown back amongst the *débris* of a battery. It is nightfall, and the blazing village of Plancenoit throws a lurid glare upon the face of the Emperor, who is seen within the square. Another Napoleonic picture, rather heavily painted, is M. Gardette's "Passage of the Danube on the Eve of Wagram, 1809." Three bridges of boats are seen across the river, the bridge-builders finishing their work, and amid the smoke of the combat Napoleon is passing with the troops. Still another picture of the same period is M. Sergent's "General Iepic at Eylau." It is a winter scene, and the gallant general is seen breaking through the line of the adversaries by whom he has been surrounded. It is a well-painted picture. "Le Dernier Coup de Sabre," by M. Desvareux, is a picture of two horsemen fighting *corps à corps* at Rocquencourt, 1815, amid the *mêlée* of battle, though the episode might as appropriately have been placed anywhere else. It is rather opaque and heavy. "The Recaptured Flag at Mazagran, 1840," by M. Sergent, depicts the rather famous fight waged by Captain Lelièvre against the Arabs, and the work is luminous, vigorous, and successful.

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M. Delahaye pictures "Colonel Roosevelt at the Capture of the Heights of San Juan," apparently in a very perilous position. Another artist, M. Dawant, has a symbolic picture of Sebastopol, representing the Russian dead lying in ranks in the corners of the bastions, with sacred images and lights. It is interesting to witness the great attention paid in France to military art, and the pictures named are but a selection.

THE municipality of Choisy-le-Roi has been restoring the tomb of Rouget de Lisle, which had fallen into decay until the name even of the composer of the "Marseillaise" was illegible. Rouget de Lisle, called in the rhapsodical style of the time "the Tyrtæus of France," on one night of patriotic delirium, and in the midst of the Revolution, composed that soul-stirring song, which we are told caused thousands to forget hunger and want in the long marches, which was the *clairon* at Jemappes, and the strenuous voice of France throughout Europe, though its author never wrote anything else worth hearing. He lived three-quarters of his life, if not more, in the extreme of poverty. After being an apostle of the Revolution, he was imprisoned as an aristocrat, and was delivered by the 9th Thermidor, only to enter upon more cruel days of misfortune. In 1826 Béranger wrote to him: "Do not blush at being imprisoned for debt; it is the whole nation which should blush for the misfortunes which have overwhelmed the author of the 'Marseillaise.'" Rouget de Lisle at one time contemplated suicide, but could not afford to buy a pistol, and, not relishing cold water, he lived on to a somewhat more comfortable age than his stormy career had promised. His friend, General Blein, succoured him in his distress, and buried him in the cemetery of Choisy-le-Roi in 1830.

YEOMEN WARDERS OF THE TOWER.

THOSE who are the proud and happy possessors of back numbers of NAVY AND ARMY ILLUSTRATED, including the issue for March 10, 1900, in which appeared an interesting article on the Tower of London, and the daily routine pursued in that venerable and historic fortress, will scarcely need to be further instructed as to the duties and position of the Tower Warders here depicted undergoing their annual inspection. But for the benefit of those who do not happen to have access to that article, we may here quote the official description of this picturesque survival of bygone days, which runs as follows: "The Yeomen Warders are honorary members of the Sovereign's Body Guard of the Yeomen of the Guard, and are appointed by the Constable from the warrant and non-commissioned officers of the Army. They are sworn in as constables, and are under the immediate command of the Major," the Major of the Tower, that is to say, who in Army rank is a Major-General, while the Lieutenant of the Tower is a Lieutenant-General, the present holder of the post being Sir W. K. Stirling, K.C.B., R.A., who is shown in our picture conducting the annual inspection of the Yeomen Warders. He is a very distinguished veteran indeed, who was mentioned in despatches for his work in the Russian War, and served also in the Indian Mutiny, and in China and Afghanistan.

The work of the Yeomen Warders is separate from that of the regiment which garrisons the Tower, and includes keeping watch and ward at night, and the piloting of visitors by day. By some quaint mistake the name Beefeaters, a corruption of the French *buffetiers*, has been given by the public to the Warders, in presumed allusion to the notion that their predecessors at one time stood at the King's *buffet* or sideboard, but the tradition is not supported by any historical warrant, and the application of the term "beef-eater" is resented by the Yeomen Warders themselves. The Chief Warder of the Tower is Thomas Middleton, who recently received the Victorian Order, and of whom a full-page portrait was given in our issue of February 8 of this year.

The Yeomen Warders are distinctly an interesting as well as picturesque adjunct to the Tower, which itself teems with such a wealth of traditions, some bright, some sombre, but mostly inclining to the latter variety. It is a pleasant feature of our military system that such an institution should exist not only to revive historical associations, but also to provide warrant and non-commissioned officers who have done good work with an appropriate billet in which important responsibilities and not too onerous duties appear to be happily blended. It is well, too, that the uniform should be becomingly effective, so much so that it has even lent itself, gorgeous as it is, to artistic treatment in Millais' well-known portrait.

The officer shown in attendance upon General Sir William Stirling is Major B. H. Scott, Royal Army Medical Corps, who is the Medical Officer of the Tower, and who was severely wounded in the operations in Sierra Leone in 1898-99. He was also present in the Chitral Campaign of 1895, and is thus well qualified for a place among veterans, the great majority of whom have a distinguished record of active service.

Photo. Copyright Bull.

A FULL-DRESS FUNCTION.

Annual inspection by the Lieutenant of the Tower.

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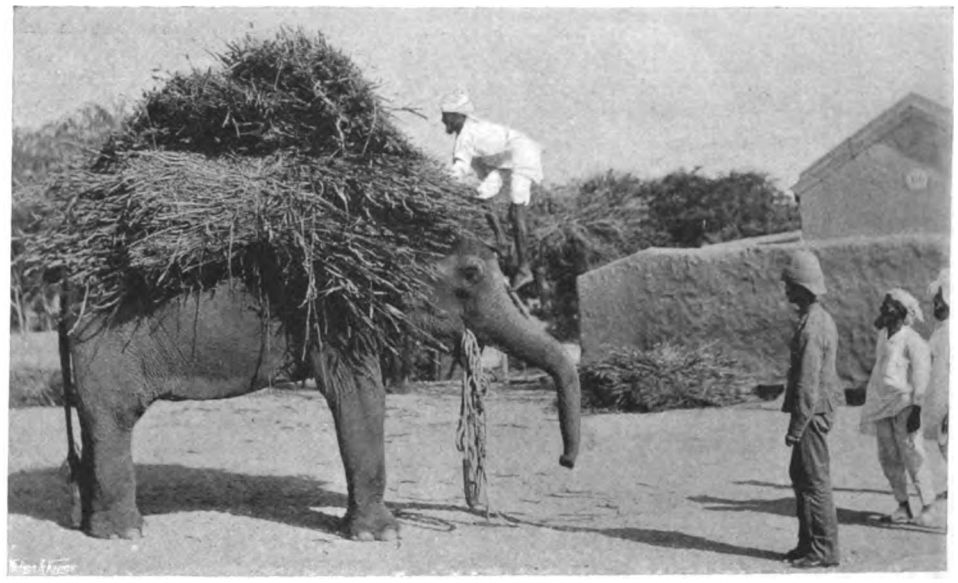
OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.



LOADING UP AN ELEPHANT.

IT is rather curious that only a few days after I had written the instalment of notes in which I pointed out that a good many of the deaths in India which are attributed to snake-bite are probably due to poisoning of another sort, the mail should have brought the returns connected with the destruction of wild animals and venomous snakes in the Punjab during 1901. The total number of snakes reported killed in the year was 9,681, against 11,544 in 1900, and the average was 12·16 snakes killed for each human being destroyed by them, as against an average of 13·82 in 1900. Those who are fond of statistical calculations are invited to revel in these figures, but, as I tried to show the other day, they are not altogether to be depended on so far as the human mortality recorded is concerned.

Considerable rewards are paid in India for the destruction of wild animals and venomous snakes, the Government payment in respect of a tiger being, if I remember rightly, fifty rupees or thereabouts. Some caution has, however, to be exercised in the distribution of these rewards, and it is an old story that in one district, in which a very fair sum was offered for dead cobras brought in, the simple-minded natives took to *breeding them*, and cobra farming, while it lasted, showed an excellent return on a moderate outlay of capital and labour. There is another yarn that in two adjacent districts rewards used to be given for the destruction of wolves, but that in one the evidence on which the reward was paid was the skin of the animal, while in the other the head alone had to be produced. It was noticed after a time by the authorities in the former case that all the skins produced lacked heads, and investigation showed that the natives of the two districts had laid their heads together and come to a very satisfactory arrangement with a view to making each dead wolf pay a double debt of rupees to his lucky slayer. All that was necessary was to decapitate it and then send either the head or skin, as the case might be, to an agent in the neighbouring district, who, for a consideration, would duly claim and receive a second reward. Both the above systems are intensely characteristic of Oriental ingenuity, but the balance of simplicity and profit probably lies in the cobra farming method which, I daresay, is still practised here and there with success.

I often think of my first encounter with a snake, which took place a few days after I had joined my regiment at an up-country station in the Bombay Presidency. I had just come back from barracks to my bungalow, and was in uniform and wearing a sword. As I entered my bedroom I caught sight of about a foot of snake, the tail end protruding from underneath my chest-of-drawers. I was a little moved, but remained fairly calm, and acted with much promptitude and vigour. Drawing my sword I dealt that snake a blow which would have severed an alligator. As I did so a peal of laughter broke out from the other side of a curtained doorway leading into another room, and two of my brother subalterns emerged and helped me to extricate the snake, which had been dead some hours, and had been placed in my room as a pleasant little surprise. I have killed a good many snakes since then, and once I very narrowly escaped being killed myself by stepping within a few inches of a sleeping *karait*; but I still remember the feeling of angry hostility and desire to kill, which the sight of that tail stretched out—as it probably never would have been stretched out had the reptile been alive—from under my chest-of-drawers aroused in my youthful bosom.

Some day, if the Editor will let me, I will try to remember some snake yarns of a more or less original and truthful sort, but a glance at the *Times of India* which has just come in impels me to turn to a story of quite another sort. The paper in question contains a report of the recent unveiling by the Viceroy at Delhi of an obelisk commemorating the services of the telegraph signallers at the outbreak of the Mutiny, and especially of the despatch of "the telegram that saved India." There are few more thrilling episodes in the Mutiny record, crowded as it is with deeds of heroism and devotion, than the tale of that terrible Monday, May 11, 1857, when the mutineers were sighted from the river walls of the magazine at Delhi. On the previous day the Meerut signallers had informed Delhi that the 3rd Cavalry had been punished for refusing to handle the cartridges served out to them, and had promised further particulars. But communications had been interrupted, how tragically we now know, and on the morning of May 11, Mr. Todd, the assistant-in-charge of the Delhi Office, left Delhi on what is known as interruption duty, and, falling into the hands of the mutineers, had been murdered. Meanwhile, although it was known in Delhi that the mutineers were approaching, the two telegraph signallers—Pilkington and Brendish—remained at their post until the afternoon, when, literally at the last moment, they escaped with Mrs. Todd and her child to the flagstaff tower. Before they went they had the presence of mind to signal to Umballa: "The Sepoys have come in from Meerut and are burning everything. Mr. Todd is dead, and, we hear, several Europeans. We must shut up." Later in the afternoon Signaller Pilkington actually returned to the telegraph office and despatched an official message from Brigadier-General Graves to the authorities, who were thus enabled to gauge the gravity of the situation and to take the necessary precautions. Pilkington, after performing this splendid feat, was captured by the mutineers, but, being a cripple, was spared on account of his deformity, and ultimately escaped. He received promotion, and died a few years afterwards.

Brendish joined the Meerut Light Horse and subsequently the Bengal Yeomanry Cavalry, with which he served till 1859. He then rejoined his department, retiring in 1896. It is delightful to be able to add that at the unveiling of the Delhi obelisk commemorating the services of himself and his colleagues during the Mutiny, Mr. Brendish himself was present, and everything that could be done was done to make it a proud and happy day for this "old and faithful servant." In honour of the occasion he was made Honorary Telegraph Master of Delhi for the day, he received a long and congratulatory message from the Calcutta telegraph staff, and the Viceroy pinned on his breast the Victorian Order which the King had graciously commanded should be bestowed on him.

It is well that this commemorative function should receive special notice here, not only because the month of May naturally reminds those who are interested in India of the awful outbreak of the Mutiny, but because this particular memorial was made by Lord Curzon the text of some very wise and eloquent remarks upon the policy of commemorating such sad episodes. Very forcibly, very plainly, and yet with perfect restraint, the Viceroy combated the idea that horrors such as the Black Hole of Calcutta, the Cawnpore massacre, the defence of the Lucknow Residency, and the fighting and siege of Delhi, in which the British and the native troops of India have been in conflict, should be

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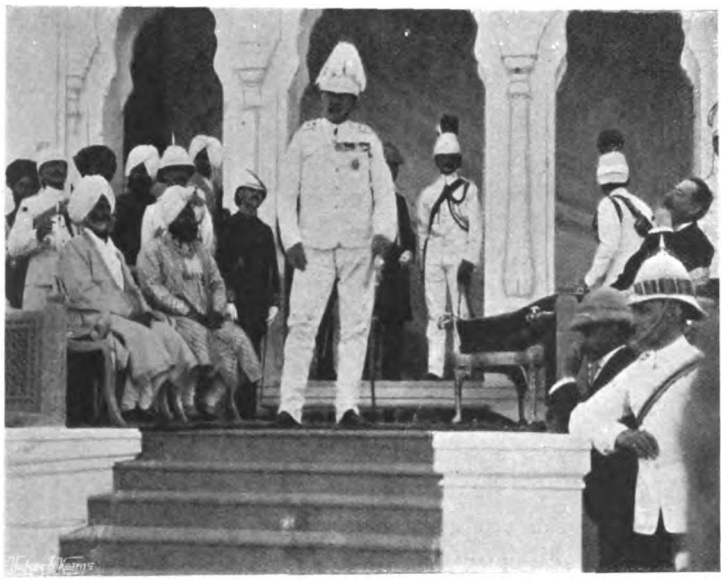
ignored. "Pass over them the sponge of forgiveness, blot them out with the finger of mercy and of reconciliation, but do not pretend that they did not take place, and do not for the sake of a false and mawkish sentiment forfeit your chance of honouring that which is worthy of honour." That is something more than sound advice, and Lord Curzon does well to remind us, in an age when sentimentalism takes such shapes as pro-Boerism, that it is unwise to ignore and cast away even stepping-stones over which, when they were slippery with human blood, the English and the natives of India have "marched to a better understanding and a better union."

A MONUMENT TO HEROES



A FEW WELL-CHOSEN WORDS.

The Commander-in-Chief speaking.

THE defence of Saragarhi, which the Government of India have commemorated by the handsome and appropriate monument, a picture of which we publish, was perhaps as gallant a feat of arms as was ever achieved by troops serving the British Crown. News of it spread over all the army which Sir William Lockhart was leading to Tirah, and those of that army who could possibly visit the ruined fort where the gallant Sikh defenders had lain down their lives, sooner than surrender to an overwhelming superiority of numbers did not miss the opportunity. The shattered doorways, the dismantled parapets, and the broken walls, all formed a silent monument which touched the heart of the soldier as he gazed on the remains of what had once been a frontier connecting post.

Saragarhi is on the Samana, the district surrounding which was in 1897 in open enmity to the British Government. Saragarhi was the connecting post between Fort Lockhart and Gulistan (one of the many trans-frontier Gulistans). It was garrisoned by twenty-one men of the now famous 36th Sikhs, a new regiment. On September 12, 1897, it was attacked by an overwhelming force of Afridi tribesmen, a portion of the larger force simultaneously attacking Fort Lockhart and Gulistan. Help from the latter posts was, under the circumstances, impossible, and the little garrison of twenty-one Sikhs had to choose between surrender and death. With true Sikh gallantry they unhesitatingly chose the latter, even after they saw that the defective construction of the work they occupied rendered defence impossible. Again and again the tribesmen, very fearless when in superior numbers, tried to force the gate, only to be driven back each time with great loss by the brave defenders. At last these wily hillmen saw their opportunity. One angle of the little fort was uncovered by musketry fire or, technically, "dead." By rushing upon this they were enabled to work in safety in making a hole in the masonry wall and thus effecting an entrance, which, once done, placed the little garrison of heroes at their mercy. How they fought and fell is testified to by the position in which their bodies were found. It was evident that they fought to the last, and that no single life was cheaply sold. The Afridi dead had been, as usual, carried away by their comrades. There was no one left to harass them in doing so.

This was not the first occasion upon which this new regiment had distinguished itself. Under its present colonel a portion of it had stubbornly and successfully defended a small fort where the odds, though very great, were not so overwhelming, and where an English lady and her Irish nurse bravely helped in the defence, almost desperate, by their devoted attention to the wounded under heavy fire. We believe that, as reward, Colonel Des Vœux rose, in less than a year, from the rank of captain to his present rank.

John Haughton, a fine soldier, universally beloved both as man and soldier, fell in this same 1897-98 campaign, whilst gallantly leading the 36th Sikhs in one of their many fights. So great were the casualties among the officers, that it twice fell to the lot of a second lieutenant, himself wounded, to lead the regiment out of action. This officer was rewarded by the Distinguished Service Order. There is hardly an officer, European or Native, of this regiment who did not in some way distinguish himself in the Tirah Campaign, though, of course, all could not be rewarded.

John Haughton's memory is kept alive by a monument in his own country. His splendid statute and his handsome face will never be forgotten by his comrades. In this regiment of tall men he was the second tallest. He was about 6-ft. 7-in. in height, but was excelled by an inch by one Sikh, who also fell in Tirah. We regret that we have not the names of the twenty-one heroes of Saragarhi. They are inscribed, in tribute to their manhood on the "Yad Dasht Ghar," which commemorates their deed in the Holy City of Umritsur, near to the Golden Temple.

The Commander-in-Chief in India inaugurated the Gurdwara on April 5 last with fitting ceremony in the presence of a number of old Sikh warriors. The 36th Sikhs formed a Guard of Honour, and the space round the memorial was crowded by old Sikh Native officers and members of nearly every Sikh regiment. The Imperial Service Troops of the Punjab States were also represented, and H.H. the Kour Sahib of Patiala attended the ceremony.

The General commanding the Lahore District, which includes Umritsur, Major-General Wodehouse, C.B., who received the Commander-in-Chief at the ceremony, was himself severely wounded in the 1897-98 Frontier Campaign. General Wodehouse was president of the committee which arranged this most appropriate commemoration.

The Samana is now, temporarily, at least, peaceful, and is used as a summer sanatorium and hill station for the garrison of Kohat. His Honour Sir Charles Rivaz, K.C.S.I., Lieutenant-Governor of the Punjab, introduced the Commander-in-Chief to the assemblage. Sir Power Palmer, who has a very ready flow of words, explained that he was one of the few now left who had served in the Mutiny, and concluded the ceremony appropriately.

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IN MEMORY OF SARAGARHI.

The monument at Umritsur.

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THE WIDE, WIDE VELDT.

[ANECDOTES AND PEN PICTURES BY A WAR CORRESPONDENT.]

IT is a misfortune which led to Mr. Kipling's residing at the Cape. But it has been no misfortune to the Imperial cause that he has taken up his winter residence there. Mr. Kipling and the late Cecil Rhodes first came together over the Imperial question. The results we see in his beautiful Dutch dwelling at Rondebosch and the many patriotic poems which Mr. Kipling has penned since he became intimate with South Africa and its state of war. We have only to call to mind that celebrated poem in which the poet has caught with unerring skill the feelings of the soldiers on the lines of communication guarding bridge-heads and other salients, when they saw the more fortunate troops being whirled up to the front in each successive train. It is a fine conception, and worthy of being the text to a disquisition on the work of those regiments which have had to bear all the stresses of the campaigning without coming within reach of the theatre in which alone laurels are to be plucked. More especially would I refer to the Militia, which in the opinion of many experts has received at the hands of the authorities shocking treatment. Few people realise what has been done by those Militia battalions which volunteered at the outbreak of war for foreign service. With the exception of the two or three battalions fortunate enough to be included in the 1st and 8th Divisions after the reorganisation of the troops under Lord Roberts in April, 1900, the rest of the battalions were dumped down along the permanent way of the gigantic communications upon which the whole success of the campaign depended. Here they were lost, here the majority of them remained until the first reliefs took place last year. A battalion strung out along fifty miles of railway communications is practically lost to the history of a campaign, unless it is unfortunate, like the Derbyshire Militia, to be selected by the enemy for attack. Yet, though lost, it is employed in the most necessary of duties. In fact, its services are of more vital importance than those of the active troops in the fighting line. Yet this is not appreciated. So little is it appreciated that the poet is constrained to put the words into the mouths of the men of these units, "not combatants, only details guarding the line." Yet when it came to the apportioning of honours for the campaign, very little was reserved for the Militia. Everything went to the man in front of the footlights. Short-sighted, foolish, and suicidal policy! The Militia battalions have returned discouraged and disheartened, yet the Regular Army looks to the Militia as a means to supply half the annual requirements in recruiting. By the embodiment of the Militia alone were the authorities able to despatch the magnificent army of 250,000 men to South Africa, yet when they had the use of Militia out there they put the majority to a work which must have been as dreary as penal servitude, and then failed to notice them—a sure end to the popularising of an essential branch of the Service! You who have stayed at home, and who travel every day from some great junction in the metropolis to the suburbs, do not realise what this life on the railway communications means. You cannot appreciate the feelings of men who had left England full of the fire of desire to distinguish themselves, and then found that they had to live out a period of lonely watchfulness upon the railway, which, while it was impossible to relax any of the military precautions essential to the safety of their posts, gave them little chance of distinguishing themselves and always presented the possibilities of overwhelming attack and sudden disaster. Passing up and down the line in a mail train, it was impossible not to be impressed by the faces and attitude of these men. News they had little, except what was thrown to them from the carriage window. Variety they had none, after they had built their posts. To kill the long hours of *ennui*, some took to decorative art, and long after the war is finished, and when Dutch and English are living side by side in friendly intercourse, the evidence of their handiwork will remain: Regimental badges carved in the bed-rock of some kopje, quaint designs in stone and pebble, and the hundred and one little memorials in which the soldier's heart rejoices. No, the whole army in South Africa and the nation in general owes much to the Militia; yet the authorities have recognised their work with but niggardly hand.

The fact that the King has chosen to inspect the Militia in review as an opening to the Coronation festivities can hardly be considered a "sop" to a branch of the Service, the usefulness of which may be likened to that of stokers as composed to the bluejackets in a battle-ship.

STATION TRANSPORT, MODDER RIVER.

A general view.

OFFICERS OF THE TRANSPORT.

The hardest-worked men in the Army.

Photos. Copyright. *Westerman.*

A MODDER RIVER BLOCKHOUSE.

Garrisoned by the 3rd Leinsters.

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NAVAL ENGINEERS AT PLAY.

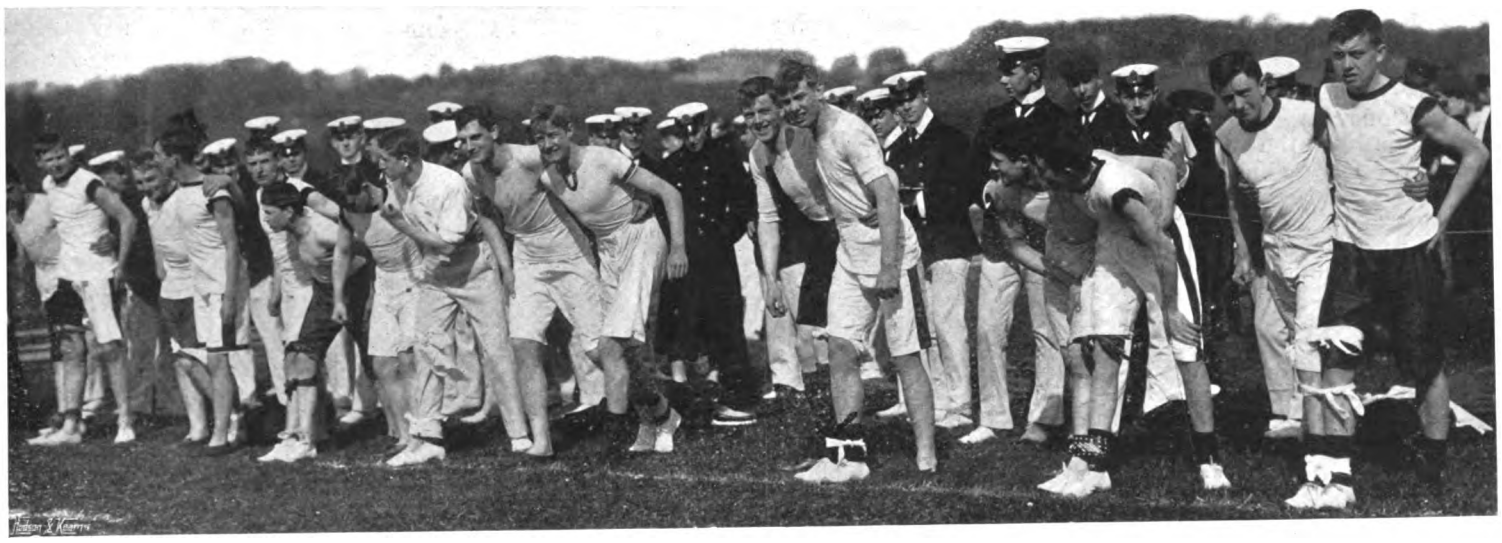
STUDENTS ON STILTS.

Won by the wearer of the long white trousers.

A "LADIES'" HOOP RACE.

The winner, Mr. T. H. Greenwood, is in the centre.

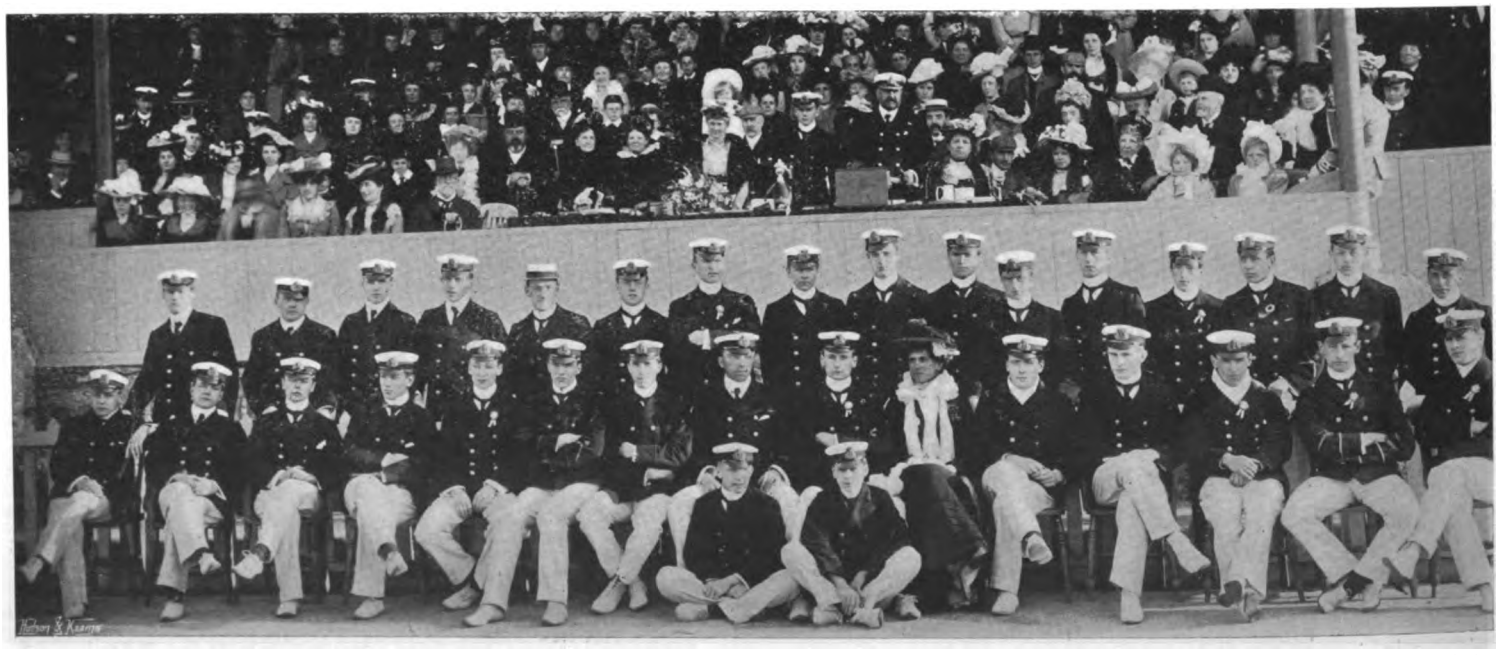
A bright sun favoured the annual athletic sports of the students of the Royal Naval Engineering College, Devonport, though the keen wind which blew across the ground somewhat interfered alike with the comfort of the numerous guests and with the times occupied in the various competitions. The gathering, however, was a most enjoyable one. The events were keenly contested, and the card was so well filled that there was none of the weary waiting which is a disagreeable characteristic of some athletic meetings. The prizes were numerous and valuable, that for the greatest number of points



A CASE OF MUTUAL RELIANCE.

The start for the three-legged race.

gained—a sword and sword knot in case, presented by Admiral Lord Charles Scott—going to Mr. C. J. Limpenny, who carried off the Quarter-Mile and Half-Mile Handicaps from scratch, besides being "placed" in other races. The subjects of two of our illustrations—the "Ladies'" Hoop Race, competed for by students attired as ladies, and the Stilt Race in fancy costume—provoked a great deal of amusement. The prizes were presented by Lady Sturges Jackson, the wife of the Admiral-Superintendent of Devonport Dockyard.



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PRIZE-WINNERS AND GUESTS.

Including Lady Sturges Jackson and Commander A. E. Tizard.

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MAJOR St. J. PARKER.

WAGGONS BEFORE DISMOUNTING.

LIEUT. T. J. RIDLER.

THE ARMY SERVICE CORPS GYMKHANA AT MANCHESTER.

THE coming annual Military Tournament at the Agricultural Hall should, in this Coronation year, be one of exceptional interest. Great preparations are being made to make the show worthy of the year. We have no doubt that the display will, even in a greater degree than in former years, tend to bring before the notice of our civilian friends the athletic and ceremonial training of our soldiers and sailors.

Naval and military men who look on see in these performances something of the circus element. We have all been youthful once, and we have envied the graceful young person who can ride to York amidst a shower of rockets and jump five-barred gates while standing on one foot on a bare-backed steed. Practically, this is the show given at the Agricultural Hall. It adds, however, materially to charitable funds.

A THROWN HORSE.

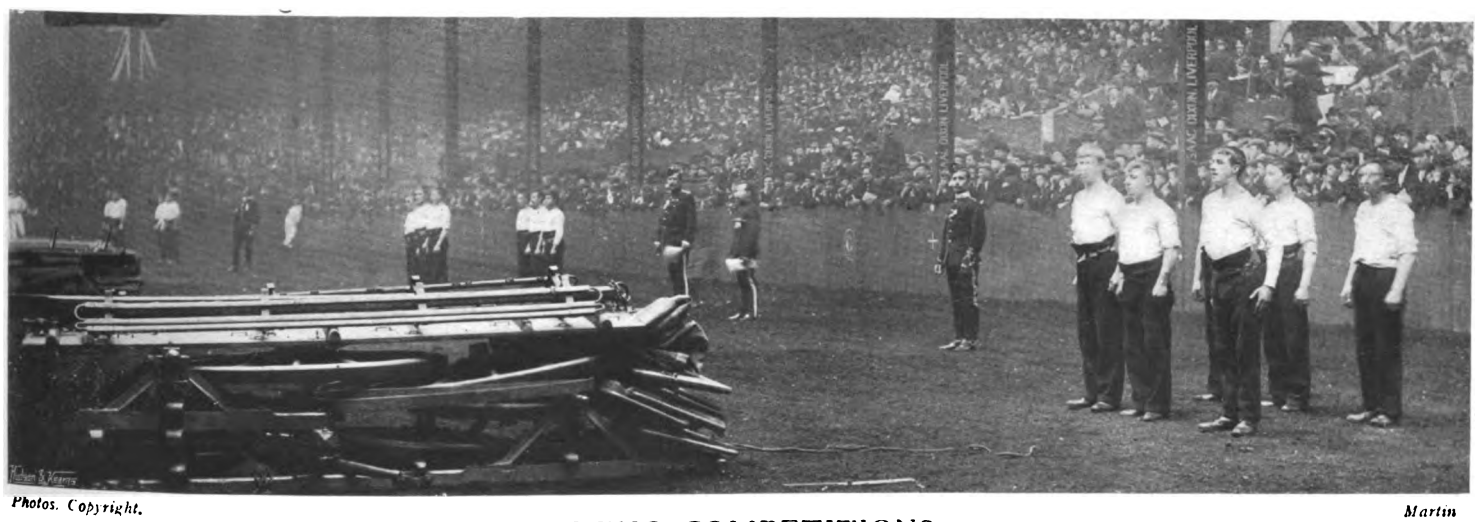
Trained in five days.

Practical, also, is the fact that it requires a well-trained man to go through any of these circus performances. The public (for fear of misapprehension we do not say "the general") sees what manner of man it pays for. The people see what training can do, and how Tom, who was yesterday a bit of a lout, is made into a smart, upstanding soldier, with an ear ready for every command given him. The public like to see their sons and brothers figuring in the nearest modern approach to the knights and men-at-arms of old.

The pictures we present are those of the sports of the Army Service Corps at Manchester, and show, to the soldier's eye, the efficiency to which this very smart branch of the Army has been brought. For instance, it must mean careful handling to ensure a remount lying quietly, after five days' training, in the presence of an immense collection of spectators. We are assured that five days only were necessary for the training of the thrown horse shown in our illustration. Truly, Lieutenant and Riding-Master Ridler must be a magician.

The smart winning team of recruits are such men as any corps in the Service might envy. The time in which they dismantled and reassembled the waggon is not given, but judging from their appearance, as well as from that of the other competitors, we may imagine that the performance was most creditably done.

The commanding officer, Major St. J. W. T. Parker, is to be congratulated on the very good performances of the smart branch of his corps at Manchester. We hope they will do well at Islington.



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DRIVING COMPETITIONS.

The winning team in front, before the dismounted waggon.

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A FRENCH MILITARY TOURNAMENT.

PHIDIAS.
Lieutenant Mairesse up.

MARSEILLE II.
Lieutenant de St. Phalle up.

AT the Islington Royal Military Tournament every year there is a great display of horsemanship in the way of fancy riding, jumping, parading, and so on, so that Englishmen have a chance of seeing what their cavalrymen are like at work. With so much talk about mounted infantry and the part they are to play in future wars, an added interest is given to all such displays of equestrian skill. France is by no means behindhand in this matter, and the military authorities seem to be profiting by the lesson we have had to learn so hardly in South Africa. Frenchmen are not, perhaps, so naturally fond of horses as are the majority of Englishmen, yet if they take up riding at all they do it with all their might and main. This is especially true of the crack regiments. The French cavalry has been from the earliest feudal times the backbone of the Army, and in the world's history there are no more glorious pages than those filled with the doings of the horsemen of *la belle France*. In Napoleon's time, above all, French horsemanship was at its zenith, and one has but to read impartial accounts of the battle of Waterloo to realise what a brilliant body the cavalry squadrons of that great army formed. The cuirassiers performed prodigies of valour on the fateful day of Waterloo, and showed a coolness and devotion equalled only by that of the famous Old Guard. Mr. Davenport Adams, in his "Battle Stories of European and British History," says: "Up the slope rode squadron after squadron, dashing gallantly against the grim and silent squares of the British, whose outer ranks received them with levelled bayonets, while the inner ranks poured in upon them a withering fire. . . . The light cavalry advanced, and when these had fallen back the cuirassiers, who had hastily reformed, again thundered forward. . . . A third charge was led by Ney in person, with the grenadiers and dragoons of the guard, and the surviving squadrons of Kellerman's cuirassiers." Truly a record to be proud of. And the latter-day French cavalryman is equally capable of such devotion to his country, and he is, if anything, a more skilful horseman. This fact was very clearly demonstrated at the series of trials held last month in the Grand Palais du Concours Hippique, in which officers from all cavalry regiments took part. The trials were not by any means the "tournament" one would think them at first, and it would not be doing any harm if a similar series of trials were organised in connection with the British cavalry regiments; for although no drastic changes are likely to be brought about as a consequence, the trials cannot fail to have a lasting impression both on the Army itself and upon the general public. Our illustrations show two well-known horsemen, M. de St. Phalle, who finally won the first prize, and M. Mairesse, who was unfortunate enough to miss inclusion in the list of prize-winners. The success of M. de St. Phalle, who is a lieutenant, is all the more remarkable in that he is almost the only trainer who has turned his attention to mares, M. Baucher, Count d'Aure, and other great masters of studs having devoted themselves almost entirely to the education of horses. The Military Attachés of the British and German Embassies were present on the first day, and manifested the greatest interest in the proceedings. Some very good jumping was witnessed, all the competitors clearing the obstacles without any difficulty, but there was a great tendency to jump too high. To any huntsman the meaning of that will be obvious. In the course of a day's hunting one may meet from forty to fifty obstacles, and if the horse exhausts himself in clearing them with a foot or more to spare each time, the rider, unless he has relays, will never be in at the death. For a horse to jump well he should just graze, ever so slightly, of course, the hedge, or whatever the obstacle might be. In jumping a stone wall, however, the grazing should be cut very fine indeed.

INTERESTED SPECTATORS.
The British and German Military Attaches.

The results of the trials, as announced at the end, were: First, M. de St. Phalle, on Marseille II.; second, M. Bausil, on Midas; third, M. Madamet, on Courageux; fourth, M. Vidé, on Hérodiade. All these gentlemen are lieutenants, and all were heartily congratulated by their comrades.

The trials extended over several days, and were under the supervision of General Duparge, who is well known at all such events both in and out of Paris, and he was ably seconded by Commandant Varin.

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A SCENE IN THE GRAND PALAIS.
The conference of judges after the trials.

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THE NAVY & ARMY ILLUSTRATED.

VOL. XIV —No. 278.] SATURDAY, MAY 31st, 1902

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LIEUTENANT-GENERAL SIR W. F. BUTLER, K.C.B.

COMMANDING AT DEVONPORT.

There are few finer, and few more genuinely respected, soldiers in the British Army than Sir William Butler, whose brilliant career of active service commences with the repulse of the Fenian Raid into Canada, but includes many serious items, such as participation in the Ashanti War of 1873-74, the Zulu Campaign of 1878-79, the Egyptian War of 1882, and two distinct tours of duty in the Soudan, where in 1885-88 he commanded a brigade, and was present in the action at Giniss. An eminently thoughtful and accomplished soldier, he has a considerable literary as well as military reputation.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

Officers' Education and Training.

EDUCATION is the watchword of the age. It is the chief of the shibboleths by which our self-appointed Grand Inquisitors test the fitness of their fellows for the Promised Land of Progress. Unless you bend the knee to this new Moloch, you are accounted reactionary, unprogressive, unfit for any place in the Army of the Future. For the most part, bewildered citizens hear all the tumult of the "educationists" without in the least understanding what it means. Yet, so fearful are we of dropping behind the time, that nearly everybody is content to mouth the countersign, taking upon trust as Gospel truth whatever they hear as to the miracles which will be worked by new methods and extended scope.

According to the few fanatics who in the past twenty years or so have made Education their war-cry, there is nothing that cannot be done by organised teaching and unlimited cram. When we pluck up courage to enquire the basis of their belief, we are invited to look abroad. Should we venture to suggest that results so far are not altogether encouraging, it is scornfully intimated that much more remains to be done. The argument is curiously like that of the Irish stove-seller. His stoves, he claimed, would save their purchasers half their coal. Someone complained that this was an exaggeration. The stove only saved one-third of the amount of coal burnt in an ordinary grate. "Then buy another," was his prompt reply, "and save two-thirds."

This anxiety to change and widen the systems of instruction from highest to lowest is like a virulent fever, infectious to a dangerous degree. Neither the Navy nor the Army has escaped the prevailing epidemic. All the faults, real and imaginary, that can be attributed to our officers of either Service are set down to lack of suitable education and training. Then follows a demand for revolution. The fortunate thing is that all the revolutionists favour different nostrums. Their pleas are mutually destructive, and they soon become more violently inflamed against one another than they are against the system which they have set about denouncing.

Take the Navy. One school declares that all our security in the present and all our hope for the future depend upon the continuance of masts-and-sails training for young officers. Another school cries out for our midshipmen to be trained as engineers. Here, you have an urgent plea for more scientific instruction on shore, higher mathematics, deeper theoretical knowledge. There, you find a contemptuous disdain for theory and book education; an insistence upon the superior advantage which resides in the practical, rule-of-thumb training that can only be gained at sea. Naval officers, we are told, lack "general culture." It is more important to enquire if they have the aptitude for commanding men. To this question there is happily but one answer from all who are qualified to give an opinion. As to the "culture" of Naval officers, we may rest equally satisfied. A young man's mind will be enlarged, and his wits sharpened, far better by going about the world and keeping his eyes open than by any amount of book-reading and second-hand information.

Then there is this Committee which has been sitting to discover how the instruction of Army officers can be improved. It seems to have been horrified at finding how little a boy need learn at Sandhurst, supposing him to be disinclined for learning. Have the Committee never heard of that familiar adage which shrewdly says that one man may take a horse to the water, but ten men cannot make him drink? They are going to recommend, it seems, all sorts of alterations in the course of teaching. But surely no sensible person can imagine that our "stupid officers" (and there are, unfortunately, a good many who deserve the epithet) will be made intelligent by machinery. So long as the Army is not regarded as a serious profession—so long as idle and foolish young men are allowed to enter and to remain in it just because they happen to be wealthy or well-born—so long will there be a considerable proportion of officers utterly unfitted for their duties, utterly incompetent either to follow or to lead.

Run over the names of some of the young officers who have distinguished themselves within our memory. Have they been specially attentive to their studies? Can their ability, and their initiative, and their resource, be traced back to the instruction they received at Sandhurst or at Woolwich? Of course not. They picked up, at the College or the Academy, enough military knowledge to start them upon their career. Their real training they got by coming to grips with the world, by taking their trade seriously, by preparing themselves in peace-time to cope with the emergencies of war. Far be it from our thought to undervalue the benefit of a sound education. Nothing can be more desirable than to train the mind, to turn natural intelligence to the best account, to encourage independent thought. But, on the other hand, nothing could be more disastrous than to think that, by providing opportunities of this kind, you can ensure a supply of officers with well-trained intelligence and minds accustomed to the free play of idea.

The men who succeed in life are most often the men who have made their own way. For every boy who is anxious to learn because he "wants to know," there are at least a hundred who accept instruction passively, and look forward to the time when they shall be bothered with learning no more. The hundred live their lives and die and are forgotten. The one leaves his mark upon the world. Education is a good servant, but a bad master. If every child born upon the earth had equal opportunities of instruction, the present state of things would be very little altered. The strong characters would still get to the front; the weak natures would go just as much to the wall. If we could persuade our politicians of that we should hear less nonsense talked about education, and we should be in a fairer way to arrive at sane conclusions on this important point.

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A DISTINGUISHED GROUP.

T.S.H. PRINCE AND PRINCESS LOUIS OF BATTENBERG.

Their children, and the officers of the "Implacable."

Reading from left to right the names are—Back row: Act.-Gunner H. J. Jennings, Sig.-Boatswain W. H. Kilby. Act.-Gunner A. Dyson, Act-Gunner Green, Clerk J. E. Tizard, Mid. C. V. Robinson, Assist.-Engr. H. A. Brown, Mid. Hon A. G Coke, Assist.-Pay. F. R. H. Drake, Mid. F. N. Shearme, Sub-Lieut. W. A. Egerton, Lieut. H. C. Atkinson (R.M.L.I.), and Engr. W. R. Crawford. Second row: Torp.-Lieut. J. D Allen, Boatswain R. Lyons, Carpenter J. F. Jeffrey, Staff-Pay. F. W. Mortimer, Staff-Surg. J. A. Moon, Gunner F. T. Webber, Gunnery-Lieut. A. G. Hotham, Capt. R. C. Temple (R.M.A.), Lieut. F. G. G. Chilton, Lieut. F. A. W. Buller, Lieut. Hon. E. S. H. Boyle, Lieut. F G. Lane-Poole (R.M.A.), Lieut. H. F. D. Jal, and Naval-Instr. G. C. Avery, B A. Third row: Lieut. M. J. Rhodes (R.N.R.), Chaplain Rev. A. C Moreton, M A., Fleet-Engr. W. F. Pamphlett, Princess Victoria Alice of Battenberg, Capt. H.S.H. Prince Louis of Battenberg, G.C.B., G.C.V.O., H.S.H. Princess Louis of Battenberg and Prince Albert Victor, Princess Louise Alexandra of Battenberg, Miss Kerr, Com. M. R. F. Kerr, Nav.-Lieut. C. D Johnson, and First Lieut. M. W. Consett. Front row: Mid. J. . . M. Surges, Mid. C. J. Alexander, Mid. R. Leatham, Mid. H. G. D. Stoker, Clerk P. D. Marks, Mid M. E. S. Boissier, Prince Louis Victor George of Battenberg, "Pat," the dog, Mid. R. H. L. Bevan, Mid. F. L. Gilliat, Mid. S. W. Beadle, Mid. J. P. Grobs, Mid. S. P. B. Russell, Mid. H.R.H. Prince Vudhijai of Siam, and Mid. G. S. Arbuthnot.

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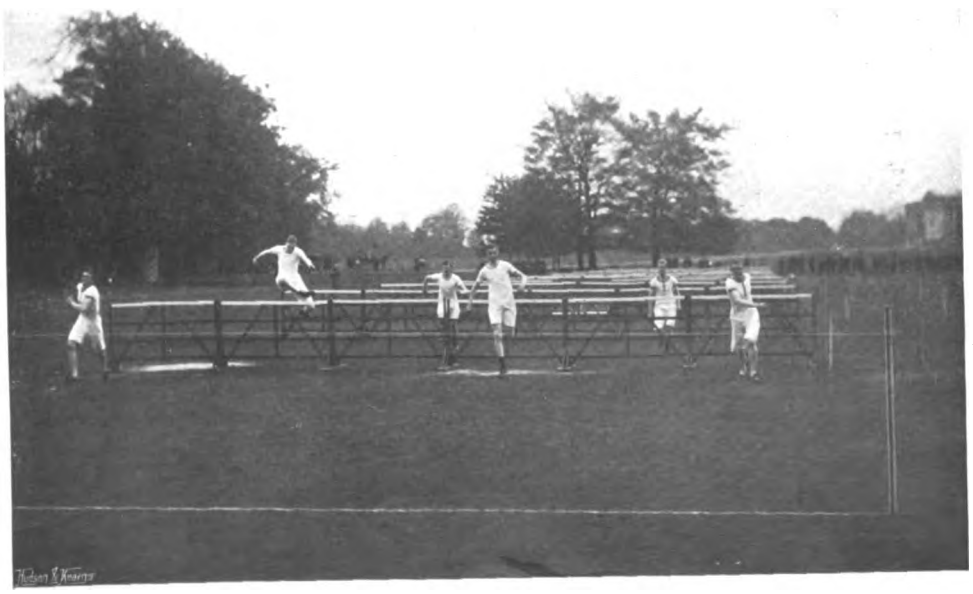
WOOLWICH AND SANDHURST ATHLETIC SPORTS.

THE GRAND STAND.
Interested spectators.

THE FINISH OF THE HUNDRED YARDS.
J. de S. Sproner (Sandhurst) winning.



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THE HURDLE RACE.
T. P. Bassett secures the first win for "the Shop."

AS might be expected, at institutions maintained for the training of future British officers and peopled with lads from our public schools, outdoor sports of all kinds occupy much of the spare time of the majority of the cadets at the Royal Military Academy, Woolwich, and the Royal Military College, Sandhurst. Every year inter-collegiate contests at cricket, football, racquets, hockey, gymnastics, rifle and revolver shooting, and athletic sports take place, the events being held in alternate years at Woolwich or Sandhurst.

Perhaps the most popular, from a spectator's point of view, are the athletic sports, which we here illustrate, and which this year came off at Sandhurst. Nine events were entered on the card, and the two or three representatives from each college for each event were carefully selected from those who had shown the best form in their respective college sports, which had been held a few days previously. Since the introduction of these inter-college sports in 1868, twenty-two meetings have taken place, lapses having occurred from 1870 to 1880, in 1885, and from 1897 to 1899. Of these previous contests Sandhurst has proved the winner eleven times, while the shield—the trophy of victory—has been secured by Woolwich ten times, a tie being recorded in 1869.

A distressingly gloomy and wet morning ushered in the day of this year's sports, but, undeterred by weather, over 300 of the officers and cadets of "the Shop" journeyed from Woolwich to Blackwater to cheer for their colours, and—if the fates should prove kind—to escort the shield once more back to Woolwich from the custody of Sandhurst, where it had been for the past two years. Several of the officers' wives, also defying the elements, accompanied the party, and were rewarded for their *esprit de corps* by a fine afternoon, for by the time the sports commenced after luncheon the rain had ceased, and the programme was got through without interruption, though the "going" was a bit heavy, and the "times" accordingly suffered.

Judging by the previous performances of the respective champions, it looked as though the contest would be a very close and exciting one, with a shade of odds in favour of Woolwich, who on previous form stood to win the odd event. But the margin of difference in the "times" of several of the competitors was so small that nothing certain could be foretold. It is, however, "the unexpected that always happens," and, instead of a narrow victory to either side, Sandhurst gained an easy victory by seven events to two; and, oddly enough, wrested from Woolwich the first place in those which by previous results should have been wins for "the Shop," while one of the two gained by Woolwich was looked forward to by the home team as one in which the red and white of Sandhurst would first pass the post.

The first event, the Mile, was undoubtedly the best race of the day, and was won for Sandhurst by C. G. Liddell, after a most exciting finish. The other events secured by Sandhurst were both Wide and High Jumps, the Hundred Yards, the Half and the Quarter Mile, and Putting the Shot, Woolwich only getting home in the Hurdles and the Two Miles.

The other winners were A. Chisholm, D. J. McPherson and G. H. W. Mortimer Hall tied for the High Jump, J. de S. Sproner, W. M. A. Foster, W. H. Osborn, and L. D. Rollo. The Woolwich boys who scored wins were T. P. Bassett and C. J. Clibborn. The judges were Messrs. C. K. Holmes, Godfrey Shaw, and T. E. Wells.

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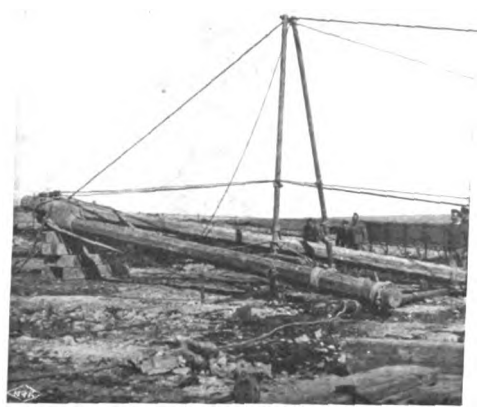

SHEERS READY FOR RAISING.

A CRITICAL MOMENT.

UPRIGHT AND STEADY.

THE DETACHMENT.

The sheers shown in the pictures were erected by No. 95 Company Royal Garrison Artillery at Fort Tigne, Malta. "Tinny" is not a popular fort among Artillerymen, as most that makes life worth living is found in Valetta. Still, work is work, whether it is done in English weather or Maltese.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

I HAVE been reading, as everybody who is interested in Naval matters ought to read, the comprehensive prize essay, by Lieutenant Hordern, on the "Disposition" of the British Navy in peace and war, published in the Journal of the Royal United Service Institution for April. The author deals with many aspects of his great subject which I do not propose to touch on, and am indifferently competent to discuss. My purpose here is to say something about a part of the whole which he had not space to discuss fully, and to say it rather in the spirit of Rosa Dartell, who, as we know, wanted information. It is the protection of commerce—a matter of the most vital importance to us, which, or so it seems to me, has not yet been adequately handled. Much indeed has been published, and many suggestions have been made, some of which aim rather at suggesting ways for diminishing the inevitable loss to individuals rather than showing how we can avoid national loss altogether. Systems of assurance, for instance, amount simply to this. If shipowners and merchants are to be insured against loss when their ships are taken, the money for the purpose must come out of the pockets of all of us, and the obligation to provide it would add enormously to the cost of a war. But a proposal of this nature is not really one for the protection of commerce. It implies a confession that the protection cannot be given.

* * * *

When we look at the whole body of speculation on the defence of our sea-borne commerce, it is seen to be largely marked by two assumptions of what the writer or speaker set out to prove, and that these assumptions contradict one another. It is commonly, for instance, taken for granted that our sailing ships engaged in long voyages, which still represent a considerable part of our shipping, would have to be laid up. The same view is often taken of the fate of our slower steam tramps in war. Alongside of this tacit confession that we cannot really protect our merchant shipping in war—for it is nothing less—we still find an assumption which cannot be reconciled with any such estimate of the probabilities. And this is the belief that we can so effectually guard the points of departure and the landfalls of our trade, together with the routes between them, that ships will be able to go in war as in peace—namely, as fast as they are loaded, and alone. But there is here a manifest contradiction. If the trade routes can be kept clear of the enemy's commerce destroyers to such an extent that any of our trading ships can go alone in security, they will be safe for all. For there is no unarmed trading craft which would be safe against an armed opponent. A few of the very swift ones might escape by their speed from foreign cruisers, but what percentage of our trade is carried by them? They are the first-class carriages of the trade—more valuable individually than the third. They represent the luxurious express, but, after all, it is the third-class and slow traffic which makes the profits. What railway company would escape bankruptcy for a week if it were suddenly reduced to its first-class passengers, and its expresses? Nor could this country escape ruin if its sailing-ships and tramps are to be laid up in war. They carry the bulk of our coal and manufactured goods out, and bring back the needful raw materials and food. The question is, how are they to be guarded against capture?

* * * *

Observe, too, what a very astonishing concession this assumption that our sailing-ships and slower tramps must needs disappear off the sea in war is to those who say that the Empire is a clay-footed Colossus. It amounts to an acknowledgment that, before a shot has been fired or a blow has been struck, the mere outbreak of war will do us more hurt than was done us by all the fleets, frigates, and privateers of all our enemies in former times, even when Tourville broke up the Smyrna convoy, or when Jervis was compelled to withdraw from the Mediterranean and no ship of ours cleared for that sea during months. These were local losses, but the laying up of the sailing-ships and tramps would damage us fatally all the world over. As regards the sailing-ship, it may, too, be maintained that on the whole she runs less risk in long voyages than the steamer. Once out of the belt of danger near the enemy's ports, her road is in the vast expanses of the Atlantic and Pacific, as she goes round the Hope and the Horn. There she is well beyond the radius of action of cruisers dependent on coal, and is herself under no obligation to make for known ports to renew her fuel. The steamer which runs, say, to Barcelona with coal, and down to Marbella for ore, and so home, is in peril all the time, and she is the type of thousands engaged in similar voyages—the third-class passenger, the slow, and the goods trains which make the profits.

* * * *

The question really is, how are they to be made safe since we cannot sacrifice them? Some diminution there needs must be, if only for the obvious reason that our trade with our enemies will be at an end till the war is over. But we must limit the loss to the extent of our power, and can only achieve that indispensable end by keeping all our oversea commerce-going swift ships and slow alike. This is not a luxury for us. It is not a thing to

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be done only if it is not too difficult, and renounced if it passes our power as a loss we can endure. It is an absolute necessity, and the day on which we have to confess that it cannot be done we are ruined, and would be even if we had all the battle-ships of our opponents blockaded as effectually as Jervis shut up the Brest fleet.

* * * *

Supposing this to be laid down as an axiom, how is it to be acted on? If we can mew our opponents up in port, so that no single commerce destroyer gets out, the needful is done, and then the slowest sailing tub, or the most limping tramp, can go about her business in safety. But I do not find that anybody supposes it can be done, and it certainly never was in the old wars. In the Trafalgar war there were French squadrons at sea doing no small injury to our commerce. Thurot escaped from Boys in 1759, the year of the defeat of La Clue by Boscawen and of Conflans by Hawke. To the very end of the war French privateers levied a percentage of prizes on our shipping. In fact, it was when the epoch of great Naval battles was over that we became most strict in enforcing the use of convoy. We can only estimate the future from the past, and must needs suppose that the future will be as the past was. In that way only can we calculate probabilities which are our sole guides. Whatever, too, is uncertain, one thing is beyond dispute, and it is that our opponents in coming struggles will be far better appointed, better practised, and more confident than ever were the French, except in the American War of 1778-83, when little blockade was done by us and we had enough to do to avert it from our own ports.

* * * *

To me it seems that very little good is got by merely saying that we must act on the enemy's coast, and by stating in equally general terms that commerce must be protected. The question is one for calculation, in which the factors are distances, numbers, and practical methods. We have to consider (1) the elements of the given combination we imagine ourselves about to fight; (2) its position for purposes of attack on commerce; (3) the trade routes open to its cruisers; (4) the different degrees of danger to which the various sections of each route are subject in regard to their nearness to or distance from the starting point of the commerce destroyer; (5) the number of ships using the route and their character; (6) the distances at which patrolling cruisers must be placed so as to afford a reasonable security that a merchant ship, when chased, would reach the protection of a war-ship of our own; (7) the number of cruisers required to patrol a route to secure this end; (8) the chances there are that vessels going by themselves will be snapped up even when a British cruiser is within a dozen or fifteen miles; (9) the question, to which the others lead, whether it is better for us to make it our first object to hunt down the commerce destroyer on the trackless expanse of the sea, or by collecting our trade in convoys under guard to throw upon him the risk of having to fight before he secures his prize.

A RUSSIAN HERO.

WHEN Russia and England parted friendship at the time of the war in 1854, or thereabouts, the thinking part of England saw that there was great matter for regret. We had been firm friends with Russia before Peter the Great came to learn our system of ship-building. There was nothing to disturb our friendly relations. Our merchants were well received at St. Petersburg, as the Russian merchants were received in London. One man's ambition led to a breach between two great countries, and, unless diplomacy successfully interferes, that breach seems permanent.

The kindred spirit still exists between two fighting races, and though the Russians may allow their Press to slander our fighting men in Africa, we as Englishmen are glad to honour their heroes.

The portrait which we publish is that of Corporal Alexis Strachow of the 16th East Siberian Infantry, who joined the Army in 1896. This wearer of four crosses and a war medal is well entitled to be called a hero, for he has proved himself worthy of the highest decorations that can be given to a man, without a commission, who serves the Czar. In China Corporal Strachow gained the Order of St. George by gallantly saving his commander's life under a heavy fire. This was on July 17, 1900. His valour again served him on September 17 of the same year, when he with three others was instrumental in putting sixty Chinamen to flight. He was again noticed in April, 1901, when, serving under Lieutenant Deurtschenko, who with only fifty-eight men was opposing a Chinese force of 700, he (the corporal) rendered conspicuous service.

Photo. Copyright. *Bolak.*

DECORATED FOR VALOUR.

Corporal Alexis Strachow.

Among his many qualifications it may be stated that Corporal Strachow is an excellent shot. He comes from the Government of Tomschen, in Siberia, where shooting is studied as a fine art.

His fine bold face, as we see it in the picture, is an index of the true man. The headdress scarcely commends itself to English soldiers. To sportsmen, however, it appears serviceable and correct. He looks like a man that we should desire as a friend rather than as an enemy.

In the old days it may be assumed that the intimate friendships between Englishmen and Russians were cemented between such as the hero of this notice and countrymen of ours who were not lacking in gallantry. Let us hope that such friendships may become possible again, and that Russia may see us through other spectacles than the pro-Boer ones now so generally used.

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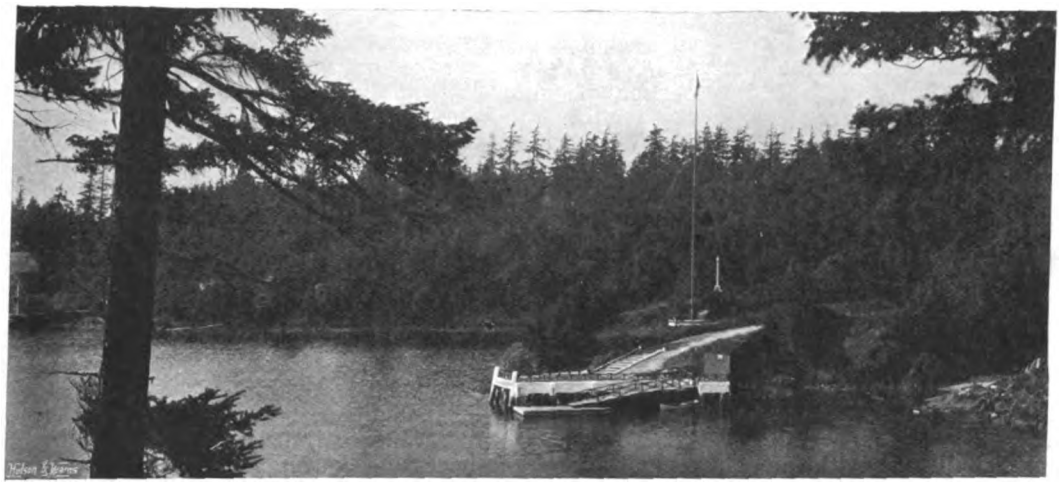

A LANDING-STAGE—ESQUIMALT.

NEAR SHANGHAI.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

AT the time of writing the appalling disasters in the West Indies naturally take precedence of all other Colonial topics, and it is sadly to be feared that the terrible distress caused in St. Vincent by the awful eruption of the Soufrière will cast a mournful shadow over the Coronation celebrations in a very large section of Britain beyond the seas. In a sense such catastrophies are penalties of Empire, but it is useful to endeavour to derive from them some melancholy consolation in the thought that at least they are productive of the truest and broadest forms of Imperial sympathy. Nor can those whose attitude towards the British Empire is hardly one of consistent appreciation suggest that our feelings for the sufferers in St. Vincent are in any way insular or otherwise selfish. It is only natural that the stream of benefaction and relief which would otherwise have flowed from England and her Colonies towards Martinique should have been largely diverted by the urgent necessities of our own Imperial kinsfolk. But our friends across the Channel will scarcely have failed to note that in the first shock of the awful annihilation of St. Pierre, not only this country but its Colonial offshoots also were prompt to recognise the demand upon human sympathies which such frightful disasters make, to the generous exclusion of political or social animosities.

For ourselves, the eruption of the Soufrière is full of associations and lessons, which mingle curiously with the actual details of the present distress. Of the associations, mostly historical ones, those connected with our early struggles with France in the islands of the Caribbean have an enduring interest, and are perpetuated in the traditions of some of the most distinguished corps in our Army. While Marlborough was fighting the French on the Continent, seven regiments of British infantry were sent to the West Indies, among them the predecessors of the present Suffolk and Cheshire Regiments. A later period of West Indian warfare is commemorated by the red hackle of the Northumberland Fusiliers, which distinguishes them from all other Fusilier corps, and recalls the operations in St. Lucia at the end of the eighteenth century. When the Comte de Grasse attempted to relieve that island the old 5th Fusiliers took a lively part in the action on the heights of St. Vigie, and their hackles represent the plumes which they took from the caps of their opponents, the French Grenadiers. There was a deal of rough-and-tumble fighting between England and France in the West Indies throughout the eighteenth century, and the culmination of the struggle finds a strange centenary celebration in a common misfortune inflicted by the overwhelming forces of Nature upon the friendly colonies of the two great Powers then at such deadly variance.

Turning to lessons, it is to be hoped that those conveyed in a recent short communication to the *Pall Mall Gazette*, by a "Former Resident in the West Indies," will have serious attention paid to them, in spite of the indifference with which a former admonition by the same writer was received. Of course it is easy to be wise after the event, and the contention that the Soufrière had been for weeks giving warnings, which anyone familiar with volcanic manifestations should have heeded, will not appeal to many as a matter demanding immediate discussion. But what is distinctly to the point is this writer's proposition that in islands which are of wholly volcanic origin, and liable at any moment to the ravages of hurricanes and lava streams, it is simply suicidal folly to erect European buildings and fragile American bungalows. "We go on patching up an artificial playing at European life in the West Indies, when what is needed is an honest determination to meet tropical facts with a consciousness that they can be looked in the face without fear." There is sound practical sense in that remark, and in the suggestion that the first needs of secure life in half the West Indian Islands are flat, stone Asiatic houses, and a supply of roomy old steamers running between the ports, which can be utilised in time of trouble to draft off refugees and convey messengers to fetch extra artisan help. The construction of large underground strongly roofed market halls and churches, the doors and ventilating shafts of which can be arranged to open slantwise to leeward only, seems another wise precaution which the West Indian Governments might well consider. Of course there will always be a certain amount of obstructive fatalism and procrastination in regard to such matters, but Governments can at least take a useful initiative. West Indian communities, too, can hardly be above taking a lesson from the Japanese, whose architecture, quite as much as the solemn presence of Fuji-yama and his seventeen active brethren, is a strong reminder of the constantly recurring earthquake.

A topic on a very different plane, but yet, in its way, of very genuine significance, is the proffered resignation by Lord Hopetoun of the Governor-Generalship of the Australian Commonwealth, on the ground that the official salary is inadequate. It is not the business of this journal to enter into the details of the situation which has thus arisen, and which, perhaps, by the time this is in print may be happily modified. But the principle involved is a most seriously important one, and it is rather satisfactory from the Mother Country's point of view that the manner in which the question was raised left the settlement of it entirely in the hands of the Colony concerned. There have been, it is understood, some similar differences of opinion between Australian and home authorities on the subject of the pay of military appointments, but these have been more or less satisfactorily adjusted. It would be well if for the future any sort of misunderstanding could be precluded, not only by a definite statement on the part of the Colonies as to what they want and are willing to pay, but by their clearer appreciation

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of the fact that the home attitude in such matters is not by any means one of inordinate or unreasonable anxiety to make money out of Colonial exigencies.

What seems to be imperfectly understood in Australia is the crude fact that, at any rate, a Colonial military appointment is a very risky thing for a rising officer to accept, for the simple reason that, for the time being, it puts him on the shelf, and it is quite possible that when the term of the appointment has expired he may have remained on that shelf long enough to become in the eyes of the War Office too dusty a figure to be placed among the glittering ornaments of the profession at home. The intervention of a great war is quite sufficient to relegate to the background the most brilliant soldier who for three years has been out of sight, and almost out of mind, at the Antipodes, and who, if he had been able to go to the front, might have won for himself not only splendid additional distinction, but a position quite as lucrative as any military appointment in the Colonies. One does not want to harp unduly on such subjects, but the present seems a favourable opportunity at which to emphasise the fact that officers of the Regular Army are by no means either so grasping or so foolish in regard to Colonial emoluments as Colonials sometimes think they are. They simply weigh the chances as against the contingencies connected with the beaten professional track, and if the inducement does not appear sufficient they decline to take the risks. It is absurd to blame a man for refusing what seems a well-paid Colonial billet because he thinks it may pay him better to stay at home, just as it would be ridiculous to ask a Colony to pay more than it could afford for what it can, at a pinch, do without.

But the operations of the laws of supply and demand in this case would be very happily modified if some arrangement could be come to between the War Office and the Colony concerned that, if during the term of service of any regular officer holding a Colonial military appointment a big war broke out, the officer should have a chance of going to the front, preferably in command of the contingent from that particular Colony or State, the War Office providing a satisfactory substitute. The Colony would lose its military adviser for a time, it is true, for the substitute could hardly take up the threads of his new duties all at once, but in the long run it would probably be a gainer. At any rate, it would seldom find any difficulty in attracting very first-class men at a moderate salary. Indeed, under the altered conditions in which the Colonies are likely to lend military assistance to the Empire, there are many rising officers who would gladly go to the Colonies if they knew that, on the outbreak of a war, they would have an excellent chance of going to the front with a force of splendid material of their own training. There is a mighty difference between this and superintending embarkations of successive contingents, condemned to comparative inactivity one's self while So-and-so of equal standing is winning a splendid name by his conduct in some notable siege, or someone else has jumped into fame as a heaven-born brigadier.

BRABANT'S HORSE.

THE original two regiments of Brabant's Horse, each 500 strong, can claim that they were what they professed themselves to be, namely, a corps of pure South African Colonists. Other Irregular Corps, with more high-sounding titles, were recruited from the material ever to be found in seaport towns. Not so Brabant's; raised by a farmer, the majority of the men were the sons of Cape farmers, not a few even were loyal Dutchmen. The war has continued too long to allow of any Irregular Corps maintaining a level standard throughout; in fact, many of the best have been disbanded, so it is impossible to conjecture the present composition of Brabant's Horse, which was reduced from two regiments to one regiment some time ago. But as a regiment it has had a history of which the brave old Colonial, Brigadier-General Brabant, who raised the corps, and every man who has worn its cypher, may be proud. Raised synonymously with Lord Roberts's arrival in South Africa, Brabant's Horse, as the Colonial Brigade, drove the invader from the north-east of Cape Colony, occupied Aliwal North from Olivier, and then became the heroes of the investment of Wepener and Tammersberg Drift by De Wet. Since when Brabant's has operated all over the theatre of war in South Africa. It has produced good men. Young Grenfell of the "Blues," who originally commanded one of the regiments of Brabant's Horse, has proved himself at thirty to be a soldier and leader of men second to none, and is to-day the youngest colonel in the Army.

MUSIC AT ALIWAL NORTH.

Pipers of the 71st Highland Light Infantry.

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THE MEN OF A SPECIAL SQUADRON.

Brabant's Horse, disbanded in January last.

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A SUCCESSFUL DAY IN LADAKH.

By Lal Baloo.

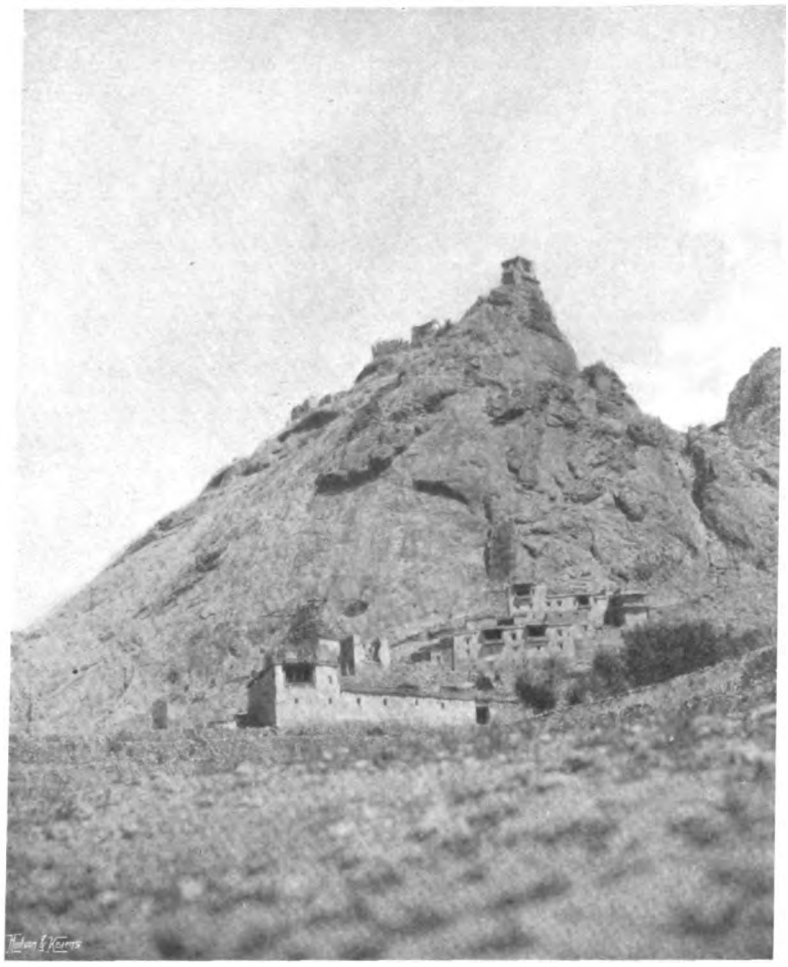
AFTER BURRHEL (OVIS NAHURA).

THE burrhel (ovis nahura) is the fool of the sheep family. Ovis ammon (Hodgsonii) is probably the most difficult animal in the world to stalk. The shapoo is very wary and restless, but the only difficulty to be overcome in the quest of the burrhel lies in the great altitude of his haunts, on or near the snow-line.

A RAM'S HEAD.

With the exception of three small ovis ammon rams, which I stalked with a camera in very favourable ground, burrhel are the only sheep I have approached to within short range of. It was early June; I had been shooting since April, had walked many weary miles at elevations up to about 19,000-ft., and had not seen a male of this species worth a second thought. My camp was pitched in a very picturesque spot: A grass enclosure, with willows, looking on to a beautiful valley of the Indus River, the ground carpeted with iris and other flowers, at the back, perched on a seemingly inaccessible crag, a gonpa or Buddhist monastery. Curious to relate, on the previous afternoon there had been a Tibetan nautch in this building, which I had attended with a camera, the most mournful exhibition in the shape of a dance I had ever witnessed. To compare it as regards cheerfulness with a funeral would be gross flattery. The one redeeming point lay in the barbaric silver jewellery set with turquoise and some finely embroidered dresses. To make matters worse, the audience and performers, men, women, and children, were in an advanced state of intoxication. Either because the fumes of the native whisky affected my films, or because the camera was disgusted with the spectacle, the results were useless. And they were *sadly* drunk, which is the token of a depraved and morose disposition. In proof of this statement consider an Irishman under similar conditions. The building itself was intensely interesting—a many-storied edifice of innumerable windows, balconies, and rude wood carvings.

But this is a digression. At 6.45 a.m., accompanied by Russla, a local shikari from Leh, and my tiffin coolie, I started for the main nullah, distant seven miles. A chilly morning, and a few flakes of snow falling as we arrived on the high ground. A wonderful nullah this, bounded by titanic rocks and weird crags, a desolate region, fitted to supply Doré with matter for the awesome pictures which he so successfully imagined—difficult to find game in, but when found ideal ground for stalking. We reconnoitred much ground and found nothing till nearly midday, when Russla and the local man climbed a high crag whence a large tract could be explored. I remained below, and before many minutes had elapsed saw the two men scrambling down to me with the haste that I knew betokened a find. They reported five rams on the opposite hill in a favourable place for a stalk. We climbed the far side of the nullah to the top, beyond which the configuration of the ground was wonderful. The Atlantic Ocean, with a heavy swell, suddenly petrified and magnified tenfold, describes it as well as anything, the troughs of the waves composed of rough shale, on the crest of each an out-cropping of basalt, like the back fin of a perch. The rams had been seen over the first crest. The double ·303 was taken from its cover and loaded, and we walked quietly up to the crest and looked over. No sign. Down into the far trough and up to the next crest with a like result. At the next crest, however, I at once spotted a ram lying down within 40-yds. of me, his back to me, and his horns showing a fine spread on either side. Such an easy shot that I decided to fire at him lying down. He was on lower ground, and I aimed at the back of his shoulder. I could see the shot strike; he scrambled and plunged, and with great difficulty got on his legs, moved off so shakingly that I felt sure of him and refrained from giving him the other barrel. Another ram appeared on my right at a gap in the rocks. I fired at and missed him, reloaded and missed another on the opposite slope. "Sit down, Sahib," said Russla. I was standing, and somewhat unsteady. Another ram of the lot now appeared at the above-mentioned gap. I managed to kill him, and also the one I had just missed, who stopped broadside on to look round at me from the ridge opposite. Up to this the burrhel, having probably failed to see me or get my wind, had shown no undue haste in their movements, but the remaining two rams now dashed off at top speed. I missed one with both barrels galloping over the opposite crest, loaded in time to get two more barrels in as he galloped up a high hill beyond. The first bullet hit the dust just at his heels, the second got him through the neck at 400-yds., killed him stone dead, and he rolled backwards all the way to the foot of the hill. My feelings will not be hurt at my readers characterising this as "an awful fluke." Let them, however, try a double ·303 at mountain game, and they will find "flukes" surprisingly frequent. We now set to work to collect the spoil. The first and largest ram had left a big blood trail, but had gone on; the second and fourth were stone dead; the third on his legs, and required a finishing shot. The local shikari tracked the first ram for two miles, and found him lying dead. The illustration herewith is of his head. Though all were old rams, this head was the only decent one. It was the one chance I had at burrhel during this trip, and the meat, which is, after ovis ammon, the best venison (or mutton) conceivable, was very welcome to some of my friends in Leh.



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THE HAUNT OF THE BURRHEL (OVIS NAHURA).

Buddhist Monastery on summit of mountain—Resthouse at foot.

Having described the quest of a snow leopard in a former article, I will before concluding add my mite to the controversy lately raging in the columns of sundry papers and in Parliament. The Indian Viceroy having ordered that snow leopard skins should form part of the officers' equipment of a Native corps, this order was criticised on the grounds that the animal was harmless, of great rarity, and its extinction to be deplored.

During ten years that my regiment served in India, four or five of the officers shot annually in the Kashmir Highlands, and only met with three specimens. It will thus be easy for my readers to judge of the rarity of this animal.

The officers of the Native corps concerned number perhaps twenty. The skin would only be worn on full-dress mounted parades and should last for certainly six years. It will thus be seen that the supply works out at under four skins per annum and that the outcry was in no way justified.

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RECRUITING AMONG THE HILL TRIBES.

THE photographs here reproduced were taken by Captain D. H. Drake-Brockman, Indian Staff Corps, while on an expedition in the Himalayas, sent to enlist recruits for a new rifle regiment, namely, the 2nd Battalion 39th Garhwal Rifle Regiment. It was raised last April, and is composed entirely of the natives of Garhwal, a district extending from the plains up north to those "abodes of snow" beyond which lies Tibet. Although the Garhwali is not a born soldier like the Gurkha, yet the military instinct is latent in him, and, with training, develops until he becomes the good soldier he is.

For years the Garhwalis kept the Gurkhas out of their country (Garhwal means the land of forts—Garh is a fort), and when eventually the Gurkhas did conquer them, a great number took service in their army, no doubt fighting against us in our fights later with the Gurkhas. Indeed, in many Gurkha regiments formerly Garhwalis were freely enlisted, and some of their smartest men were not Gurkhas at all, but Garhwalis.

The expedition occupied about five weeks, the distance covered being 240 miles, sometimes through jungle, sometimes along steep hillsides, crossing the rivers by the little native swing bridges, or, where fordable, scrambling from rock to rock,

A MOUNTAIN STREAM IN DRY WEATHER.
The bed of a torrent.

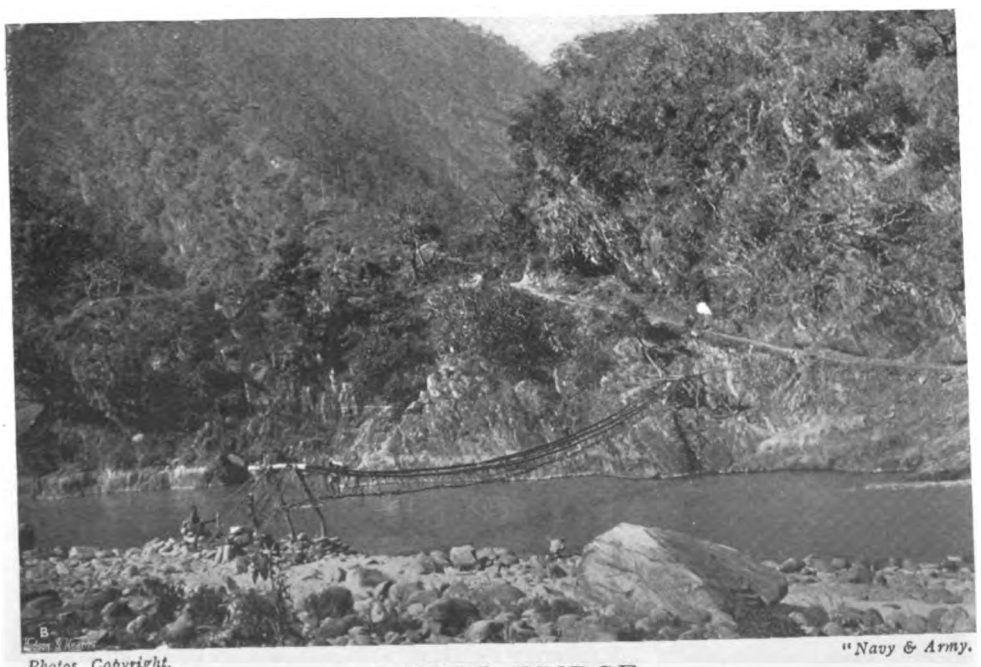
cut off from all communication with the outside world, their horizon bounded by the vast snowy ranges of the Himalayas. Kidarnath, 22,790-ft., and Bardrinath, 22,500-ft., towered above them, sources of that mighty, and to the Hindus sacred, River Ganges.

At one point it was found necessary to give the recruits a few days to come in, so a shoot was organised. Result, a mixed bag, including deer, gooral, a Himalayan chamois, and last but not least, a fine specimen of Jorowa sambhur stag. How weird are the sounds in the jungle as night falls, now the "pong" of a startled stag, now the cry of the "barking deer," Then overhead comes the whistle of the "six-second" bird, of the owl tribe, owning only two notes, which he utters with clock-like regularity, hence the sobriquet. There is a curious "pàhàri," or mountain legend, about him. "Once when all the birds were gathered to discuss affairs of state, this little bird felt himself so plainly garbed in brown that he borrowed a gaudy raiment from a friend. Afterwards that obliging person naturally wanted his loan returned; but who that has once worn silk attire will willingly return to sackcloth? A heated argument ensued, and the others joining in on the side of his opponent, the little bird was not only stripped of his borrowed plumes, but most of his own feathers were torn out as well. Ever since he has been so ashamed of his nakedness that he only comes out at night to bewail his loss in these plaintive notes, and is seldom seen, however close he may be."

Such legends abound in the hills, and to get to the real gist of them, for, like Æsop's Fables, they all have morals, an intimate knowledge of the hill dialects is necessary. Not having this knowledge, the point is missed. Irritating and annoying as is the monotonous cry of the "six-second" bird, the listening sufferer can console himself with the reflection that the "brain-fever" bird of the plains to which his brother is listening is still worse.

Recruiting requires an officer of special tact. Denizens of the hills are suspicious of the wiles of the recruiting havildar or naik. They half-believe what they hear direct from the Sahib himself, who has to keep a grave face when answering such queries as whether it is true that the Sirkar (Government) requires the blood of a few thousand extra men to cement the foundations of a bridge, or to varnish some new ships for England.

A GARHWAL VILLAGE.



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A ROPE BRIDGE.
A Native Crossing.

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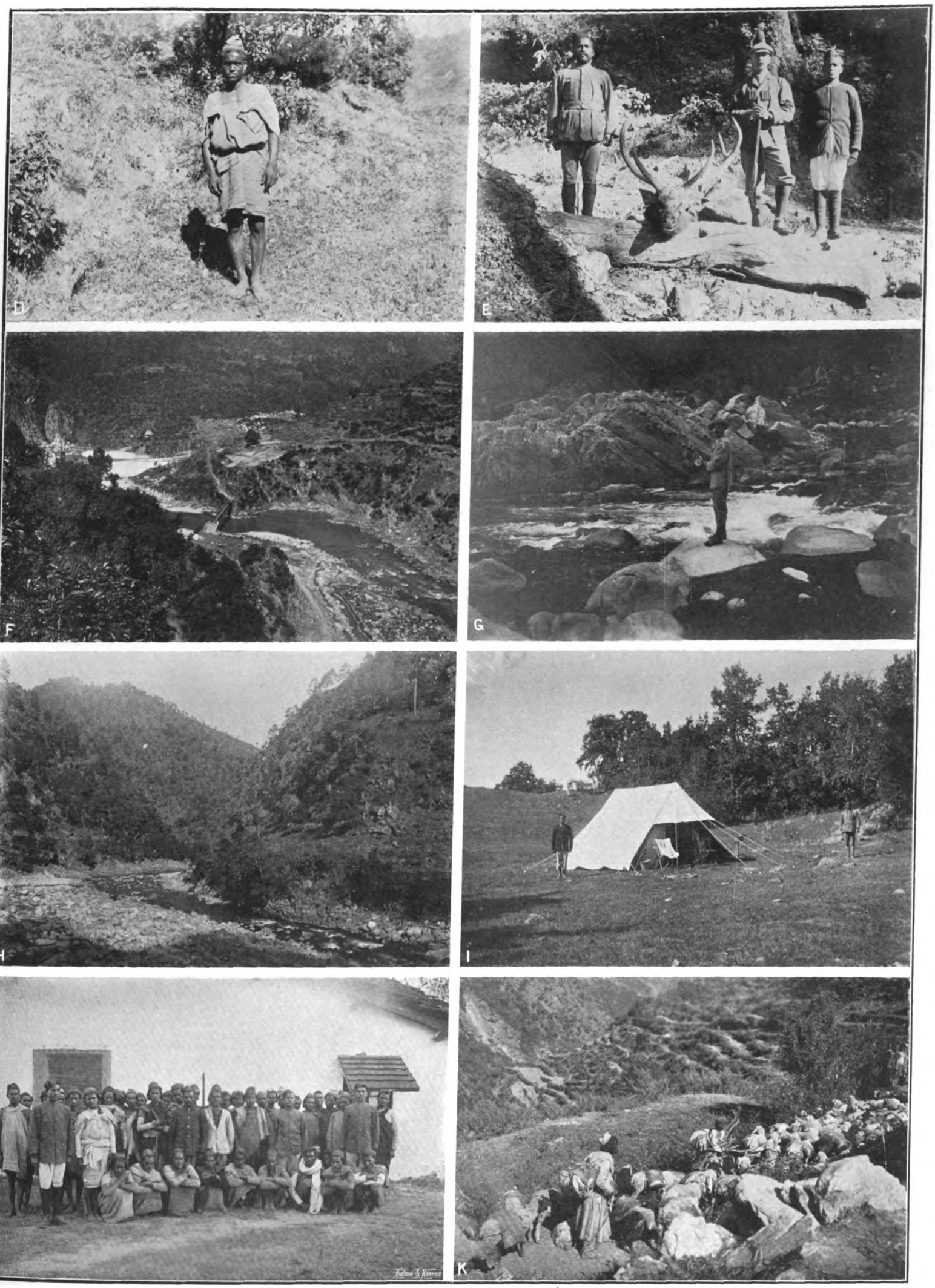

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D.—SPECIMEN GARHWALI RECRUIT—RAW MATERIAL. E.—A PROUD MOMENT—OFFICER, ORDERLIES, AND STAG'S HEAD. F.—A BIRD'S EYE VIEW—TYPICAL SCENERY. G.—FISHING A MOUNTAIN STREAM AT MUSAGALLI. H.—GORGE NEAR MUSAGALLI—A HIGHLAND BIT. I.—OFFICER'S TENT—THE CAMP AT PAUSAR. J.—A GROUP OF RECRUITS. K.—FLOCKS ON THE MOVE—SHEPHERDS AND THEIR FLOCKS.

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CONVERSATION AT SEA.

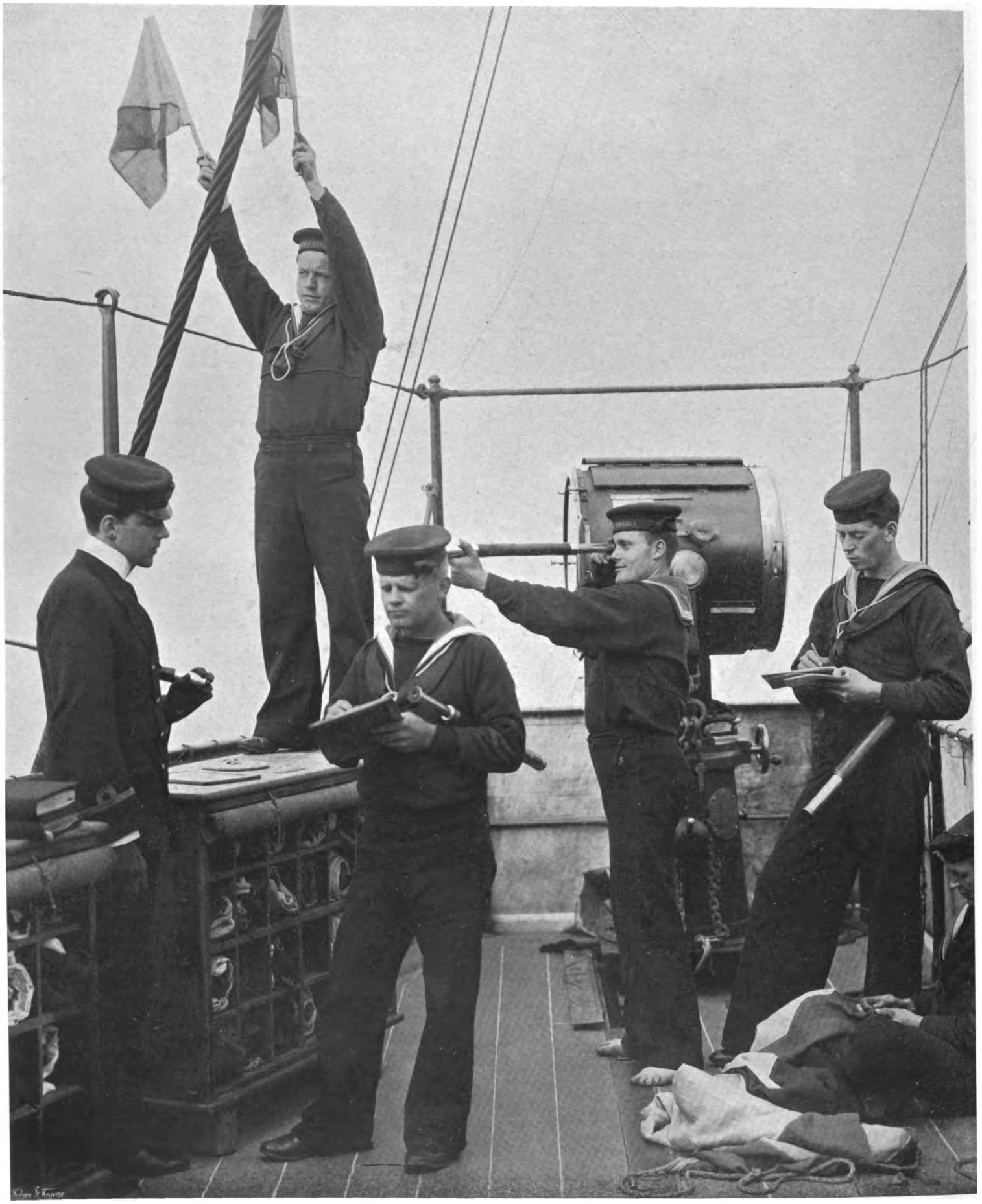

Photo. Copyright. *Gregory.*

NAVAL SIGNALLERS AT WORK.

Messages being transmitted by flags, and recorded for reference.

It may be that the days of signalling by flags during the day, and with "winking Jimmies" and other luminous contrivances by night, are numbered, and that the future Bluejacket will have to be a trained and expert Marconigraphist in addition to his many other qualifications. But in the meantime the methods in use are simple and practical, and certainly more suited to the daily requirements of a war-ship than the delicate and rather complex apparatus required in wireless telegraphy. Naval signallers attain marked proficiency both in reading and transmission, and considerable emulation in the matter prevails in every squadron.

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AMENITIES OF BARRACK LIFE.

Photo. Copyright. **Gregory.**

AN OFF-DUTY RELAXATION.

Sergeants indulging in a quiet game of cards.

Life in a mounted corps is by no means "all beer and skittles," and combined with the show and the swagger there is for all ranks a very serious amount of genuine hard work. But there are occasional relaxations, of course, of which a pleasant instance is to be found in the above picture. The game is an interesting one whatever it is, for it has secured the attention of three onlookers.

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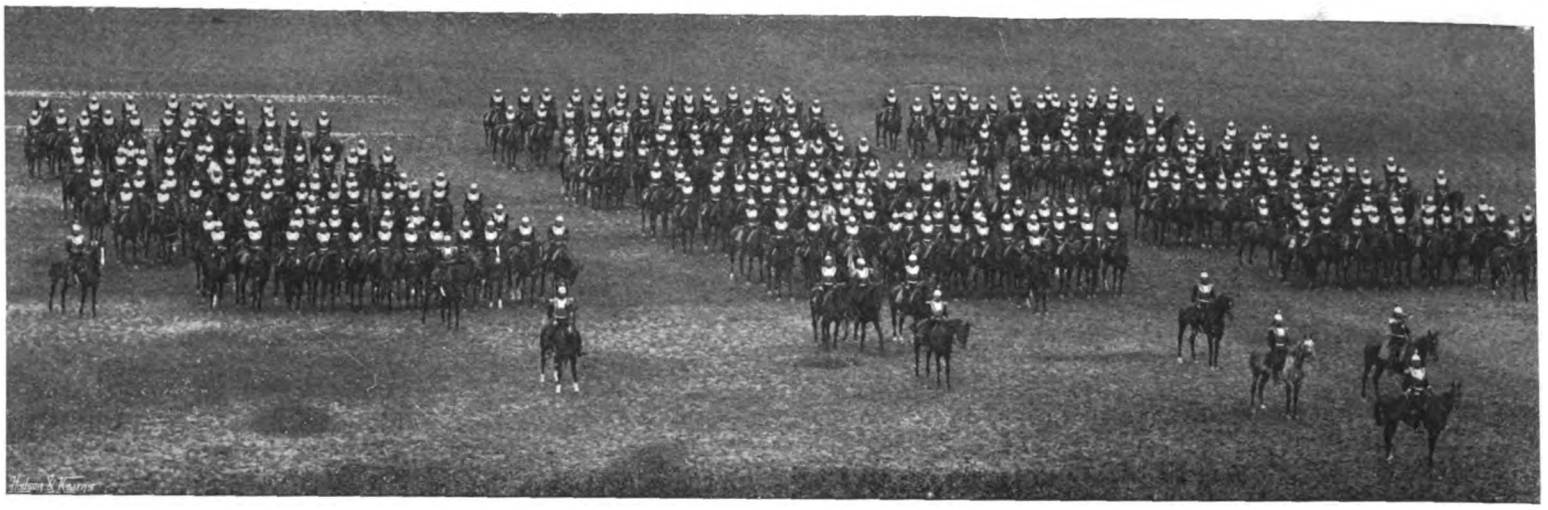
THE FRENCH ARMY OF TO-DAY.—II.

THE CAVALRY.

How the French Soldier Lives and Works.



CONFINED TO SHOCK TACTICS.

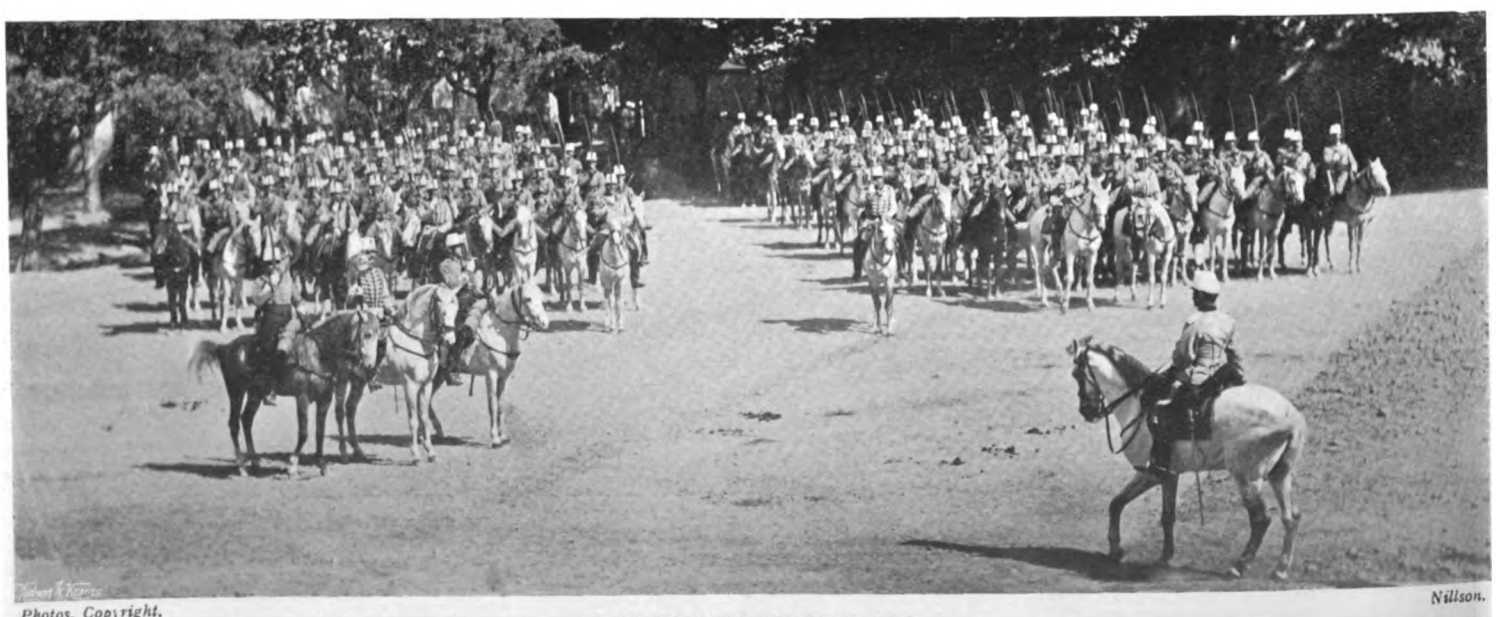
The 7th Regiment of Cuirassiers at Lyons.

THE French Cavalry seems to owe its origin to Charles VII., who, about the middle of the fifteenth century, took into his pay fifteen companies, as they were called, each of 500 men. In the reign of Louis XII. the Cavalry appears to have been first organised in a separate body, with its own general officers and staff. Napoleon used his cavalry with terrific effect, and he called to its command some of his most distinguished lieutenants, though the ablest in this arm of the Service was Murat. At Austerlitz the cuirassiers and light cavalry overthrew the Russian Chevalier Guards; at Solferino the chasseurs broke an Austrian square; and the battle of Marenzo was converted from a defeat into a victory by the charge of Kellermann at the head of a small body of cavalry. Lastly, one of the most extraordinary exploits ever achieved by this arm was performed as Napoleon approached Madrid in 1808. Near the city, in the mountain pass of Sorno-Sierra, were posted 20,000 men and sixteen guns, which force checked the advance of the French. The Emperor, after a personal reconnaissance, ordered a small body of Polish Lancers to charge the formidable works, which they did with complete success. This is one of the most striking instances on record to show not only what can actually be accomplished by cavalry when properly directed, but the powerful moral effect produced by this arm when used with celerity and boldness. It is the fashion to say that because there were no successful charges in 1870, the French cavalry need no longer be regarded as a formidable adversary; but at Mosborun Cuirassiers were launched against barricaded villages, while at Sedan Dragoons were hurled up a long glacis of fire against infantry quite fresh, unshaken, and not surprised. The mistakes of *l'année terrible*, however, will not be repeated in the war of the future.

The French Cavalry of to-day is composed of 7 separate divisions, formed of 20 brigades. The force consists of 13 regiments of Cuirassiers, 31 regiments of Dragoons, 21 regiments of Chasseurs, 14 regiments of Hussars, 6 regiments of Chasseurs d'Afrique, 3 regiments of Spahis, and 1 regiment of Tunisian Spahis. Each regiment has 5 squadrons—4 for war service, and one depôt squadron; thus there are 448 squadrons in aggregate. The peace strength of a squadron is 6 officers, 144 men, and 139 horses, which can be increased to a war effective of 155 men and 160 horses. The arm has also 8 companies of 300 men apiece, distributed among 20 remount depôts; while the foregoing figures take no count of the Mounted Gendarmerie, which musters 11,000 sabres.

The officers of a cavalry regiment are as follows: 1 colonel, 1 lieutenant-colonel, 1 major, 2 majors or chefs d'escadrons—each major commands 2 squadrons, 1 captain-treasurer, 1 captain-clothier, 1 lieutenant standard-bearer, 1 surgeon-major, 1 assistant surgeon-major, 1 veterinary surgeon first class, 1 veterinary surgeon second class, and 1 assistant veterinary surgeon. These are the regimental officers, and do not include those belonging to the squadrons. Each of the latter has 1 captain squadron leader, 1 first captain, 1 first lieutenant, 1 lieutenant, and 2 second lieutenants.

The uniforms of the various regiments are as follows: The Cuirassiers have a dark blue tunic and jacket, with madder collars and cuffs. The cloak also is dark blue, and bears the number of the regiment on the collar in madder figures. The



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ALGERIAN HUSSARS.

The 2nd Regiment of Chasseurs d'Afrique.

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CARBINE AND LANCE.

The 2nd Dragoons at Lyons.

helmet is of steel with black horse-hair plume, and in front a small straight scarlet plume. The "olive" at the base of the plume is dark blue for the first squadron, crimson for the second, dark green for the third, sky-blue for the fourth, and yellow for the fifth. The steel cuirass, which weighs 14-lb., consists of a breastplate and back piece. The trousers are of madder colour and the epaulets scarlet.

In the Dragoons the tunic, jacket, cloak, trousers, and epaulets are exactly the same as for Cuirassiers, save that the facings of the two first-named are white. Dragoons do not wear a cuirass, but they have a steel helmet, with long horse-hair plume alone.

The Chasseurs à Cheval are given a sky-blue tunic, jacket, and cloak. The tunic is faced with black cord "brandebourgs," and is made loose so that it may be worn over the jacket. The full-dress head-gear is a shako of sky-blue cloth, with black leather band and black braid round the top. The trousers are madder, with sky-blue piping.

The uniform of the Hussars is identical with that of the Chasseurs, except that the braid of the "brandebourgs" and on the shako is white. In undress the Cuirassiers, Chasseurs, and Hussars wear a képi. The Chasseurs d'Afrique are attired like the Chasseurs of France, but their braid and facings are yellow. The shako is red, with sky-blue band, but in undress a scarlet fez is worn instead of a képi. The Spahis are the most picturesquely attired of the lot, wearing a red jacket and sky-blue waistcoat, and trousers of an Arab pattern, with red cummerbund, chechia, and burnous. The Spahi regiments are distinguished by different coloured braid on the false pockets of the jacket.

Cuirassiers are armed with sword and revolver only; Dragoons, Chasseurs, and Hussars have carbine and sword, and certain Dragoon regiments carry the lance.

The carbine, which is slung across the shoulders, is a magazine weapon, known as the Berthier, Model 1891. The carbine is of the same calibre as the Lebel Infantry magazine rifle, viz., ·315-in., but instead of a tube running underneath the barrel it has a fixed magazine in front of the trigger-guard. The magazine holds three cartridges, which are inserted by means of a clip. The carbine is made in three different patterns, differing a little in weight and length, as best suited for the Dragoon, Chasseur, and Gendarme respectively. The Gendarmerie type is the longest and heaviest, and allows of a sword-bayonet being fixed to it.

The regulation cavalry sword, always attached to the saddle, is very long and almost straight, inasmuch that it is meant for thrusting. Each squadron has a certain number of pioneers trained in destroying bridges, railways, etc., and carrying tools and materials for this kind of work. Again, every cavalry soldier has a dynamite cartridge of about 3½-oz. weight attached to his saddle, but the detonators and fuses are in charge of the sub-officers and corporals.

During the last few years many splendid new cavalry barracks have sprung up all over the country. These barracks are equipped with four riding-schools—that is, one per squadron—and four stables, with room for 200 horses apiece. The horses are separated by swinging boards. Foreign experts who have visited them assert that these barracks are unsurpassed where ventilation and drainage are concerned, while the veterinary department, forge and forage sheds, and saddlers', tailors', cobblers', and shoemakers' shops leave nothing to be desired.

Coming to the training of the men themselves, for which the captain squadron leader is wholly responsible, and who even has to undertake also much of the work which in our Army devolves upon the quartermaster and riding-master, the following daily time-table may be furnished as being fairly representative: At five o'clock, or four in summer, the trumpeter sounds the "Diane," whereupon the men rise, wash, and give their chargers a bite. From 6 a.m. to 6.45 a.m. the non-commissioned officers deliver lectures to the men of their squadron; then comes a respite of 15-min. duration, for the men to partake of their breakfast of coffee and bread. From 7 a.m. to 8 a.m. instruction in the handling and use of carbine and sword is given, after which comes morning stables. The hours between 9 a.m. and 11 a.m. are devoted to riding-school, gymnastics, sword exercise, heads and posts, etc., varied on certain days of the week by outpost duties. One hour is then allowed for *déjeûner*, after which there are two, if not three, more hours devoted to riding-school, drill by squadrons and half-squadrons, and leaping. Finally, afternoon stables completes the day's work of the French cavalry soldier. Taking into consideration the fact that the French cavalry officers have only three years in which to turn out finished troopers, it will be readily admitted by all who have seen this arm at the manœuvres that they fulfil their duties

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Officers of the 16th Chasseurs a Cheval at Auxonne.

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KNIGHTS OF THE RED BURNOUS.

A Regiment of Spahis.

admirably. The preliminary licking into shape process is accomplished within eighty working days. The recruits all come up together on November 15, and they must be ready for mobilisation by April 1 following.

At the manœuvres the brigades of light horse, of Dragoons, and of Cuirassiers are grouped separately, as in the days of the First Empire. It has been realised that Cuirassiers exhaust themselves in trying to keep up with Hussars, while the latter, at the same time, feel held back and cramped if grouped with the "heavies." There exists a regular code of whistle calls in the Cavalry, to replace the voice on active service.

The French place no faith in the theory that the days of cavalry, as cavalry, are practically ended, and that the future of the arm is to play the *rôle* of mounted infantry. Quite recently the Director of Cavalry issued the following stirring memorandum to the officers and men: "You are to-day what you were yesterday and will be to-morrow—the arm of shock and of overwhelming tactics, the arm of audacity and of inspiration. No cavalry which is over-prudent, too methodical and scientific, and believes in the superiority of the rifle over the horse, will ever get good information. On the contrary, the best reconnoitring cavalry will be one which is dashing and bold, sceptical of mathematical calculations, whose men dream of the naked sword and of the charge, and are always in quest of adventure." Nevertheless, the Dragoons are now being specially trained in firing volleys at long ranges—dismounted, of course.

To "cut the cackle and come to the 'osses," the latter may be summed up in a few words as a good useful class of animal, possessing plenty of bone but wanting in blood. The best horses are the weight-carriers of the Cuirassier regiments, which have to take 22-stones in the saddle, and these chargers hail mainly from Normandy. The Spahi, like the Cossack, provides his own horse, but the Arabs on which the Chasseurs d'Afrique are mounted are found for them.

The strength of the French Cavalry is 3,891 officers, 4,552 non-commissioned officers, 64,756 men; total, 73,199, and 61,028 horses.

A PARADE OF IMPERIAL YEOMEN.

A GREAT deal of interest attached to the recent cutting of the first sod of the Mid-Suffolk Light Railway by the Duke of Cambridge at Westerfield Junction. Of the place itself there is little to be said. No great associations cling to it, and it is in the happy and enviable position of having no history. But it is close to Ipswich, and it will be for the present the terminal station of the longest light railway yet started. There can be no doubt in the mind of anyone who has studied recent developments of our social life that, to use a cant phrase of the moment, light railways have come to stay. As time goes on, the development of them is likely to increase by leaps and bounds, and the Mid-Suffolk line is in a position of peculiar advantage. It taps a number of important villages and towns which have hitherto been connected by road only; it brings a large section of the Midlands into direct communication with the East Coast; it affords facilities to an exceptionally fertile agricultural district; and, like all improvements in the methods of travel, it has a distinct strategical value, which is accentuated in this case by the fact that the light railway is in direct communication with the Great Eastern line, and is of such a gauge as to allow of an interchange of rolling-stock. Naturally, with the visit of a former Commander-in-Chief, and a Royal Prince, guards of honour were paraded, and they were supplied by the C Squadron of the Suffolk Imperial Yeomanry (Loyal Suffolk Hussars) under the command of Captain the Honourable Douglas Tollemache, the Ipswich Companies of the local Volunteer Garrison Artillery, and the 1st Volunteer Battalion of the Suffolk Regiment. Our picture shows the Yeomanry (dismounted) on their way through the main street of Westerfield. It will be remembered that the regiment is known as "The Duke of York's Own," and that its honorary colonel is the Prince of Wales. The men are obviously a stalwart lot—the pick, probably, as Yeomanry generally are in an agricultural district, of the young farmers of the neighbourhood—and they deserve nothing but praise for their soldierly bearing. The occasion, however, was notable for the fact that it was the first appearance of the squadron in the new uniform. Let it be hoped that it is useful and suitable for active service. It was aptly described by a spectator as having the demerit of being hideously ugly, and it contrasts unfavourably in this respect with the traditional handsome green uniform with scarlet facings and busby-bag and white plume.

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C SQUADRON OF THE LOYAL SUFFOLK HUSSARS.

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SALUTING THE COLOURS.

ROUND THE WORLD.

Per Mare, Per Terram.

By UBIQUE.

A SCENE IN ST. LUCIA.

THE appalling disasters which have swept down upon the sorely-tried West Indies will ever remain recorded among the most tremendous events in all the World's history. They have some special significance also which should not escape us. There has been a generous outpouring of wealth and sympathy in this country, but it will not be forgotten how ready and instant was the United States Government in measures of practical succour. It cannot be denied that there was in England at first a seeming supineness, which prompted an inevitable contrast between the attitude of the two peoples. At every point in the United States from which it was possible to despatch ships and supplies to the afflicted places activity has prevailed such as has not been known since the strenuous days of the war with Spain. The Navy bureaux and the Navy yards have spared no effort, and now in the waters of Martinique and St. Vincent are scores of vessels officially despatched, or whose presence is prompted by private generosity. Something, doubtless, is due to the relative nearness of much of the American seaboard to the afflicted islands, but the spontaneous outburst of American sympathy results as much from the attitude of friendly interest which the United States long since adopted towards the West Indies. The American Executive regards the islands with peculiar benevolence, and it may be said, without in any way depreciating the noble generosity displayed, that the influence of the United States in the West Indies will henceforth be more real, and that the policy adopted in that part of the world will derive new strength and support as the result of the recent deplorable disasters.

IT has been remarked in many quarters that the immediate outcome of a comparison of the attitude of the British and American Governments will be to increase whatever sentiment in favour of annexation by the United States may exist in the West Indies and British Guiana. It is but too evident that the great wave of Imperial enthusiasm in this Empire to which Lord Salisbury lately referred as a marvel, was in truth a marvel, and owed nothing to the direction or influence of the Government. It is more than a little disquieting to find long-continued neglect of our West Indian colonists bearing bitter fruit, expressed in a readiness rather freely discussed by the colonists to seek refuge under the Stars and Stripes. Probably only a small percentage of them would confess to any willingness to "cut the painter," but a correspondence in the *Argosy* of Demerara certainly does come as a rude shock to comfortable satisfaction. A picture of a shipwrecked crew in dire distress, with the good ship "Convention" flying a flag with the date "1903," expresses the main grievance. Can they keep afloat until then? The prosperity of the West Indies and British Guiana is bound up with that of the sugar industry, which the bounties have been bleeding to death for twenty years, while the Home Government has been deaf to the colonists' pleading. One correspondent of the paper named says the time has arrived when Demerara should face the question, and ask if it would not be beneficial to "go under the Government of the United States." He is quite loyal, thinks the Imperial Government should have a *quid pro quo*, comforts himself with the sophism of Anglo-American affinity, and says what a victory would the United States gain in annexing our possessions for the Monroe Doctrine! Another correspondent enforces the matter by saying that the Mother Country has proved unwilling or unable to promote the prosperity of her possessions. The much-tried British West Indies may be even more inclined to turn their eyes to Washington when they witness the prompt and liberal measures of the American Executive and people in hastening to the aid of their sorely-afflicted neighbours. These are things well worthy of attention.

THE coming Conference of Colonial Premiers at the Coronation has evidently some very difficult questions before it. Its task should be to translate Imperial aspirations into accomplished facts, and the Government should have practical proposals to make to it. Otherwise a golden opportunity may be lost, and a conference, such as may not reassemble for years, may employ its time in profitless talk. Let us hope that a definite policy is at the root of Mr. Chamberlain's invitation to discuss a scheme of Imperial Defence. Sir Wilfrid Laurier thinks that no scheme applicable to every colony can be devised, and Australia seems to have taken a similar line. It should surely be possible, however, for the more important Colonies to adjust the burden among themselves. There may be difficulties in regard to a common military obligation, using the term in its usual sense, for even the Home Government has given no sign of a real grasp of the question, or even of a disposition to settle once for all the fundamental principles of military policy. But there should be no difficulty in relation to Naval protection. The question of calling upon the Colonies for a contribution, which, in the old phrase, would practically be "taxation without representation," is undoubtedly delicate; but, on the other hand, the all-compassing character of the influence of the Navy—the obvious fact that its decisive action in the Channel or the Mediterranean may be the best defence of Australia, New Zealand, or Canada—is so obvious that there should be ready acceptance of the common burden to be borne, and the manner in which the burden shall be distributed must come before the Colonial Conference for discussion, and, it may be hoped, for settlement.

GROWING anxiety is becoming evident in France in relation to the vast possessions acquired in Africa. The exact significance of the very singular agreement with Italy, which gives the latter Power leave to absorb at leisure the Tripolitan possessions of the Sultan, is not easy to discover. Up to the present time the African Empire, distributed through vast sandy expanses, has been a profitless burden, nominally conquered, but never occupied, its sparse resources undeveloped, its communications most imperfect, and itself vulnerable to constant ravages of savagery and fanaticism. No problem is more important that the finding of means of communication and an outlet for possible trade, and probably the Franco-Italian agreement has reference to the control and direction of caravan routes. Behind, and perhaps greater than any other difficulty, looms the insecurity of the regions in which the fanaticism of the Senoussi is

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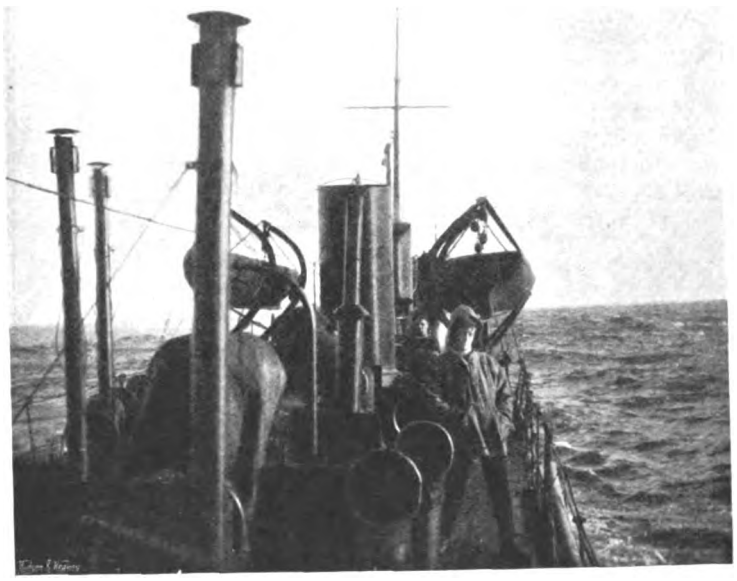
greatest. French authority is openly flouted in Kanem and Wadai, and there are those who believe that the future is dark and menacing. When the Mahdi was smashed at Omdurman, the centre of Moslem fanaticism was shifted from the Nile Valley to the Senoussi stronghold in the oasis of Kufrah, on the caravan route to Wadai, over which the Sheikh el Mahdi has gained practical mastery. His influence is immense with the tribesmen, and it is possible that the French are confronted with even a greater difficulty than we encountered on the Nile. The alarm that is felt may be exaggerated, but its source is real. Some argue that it would be well to make terms with the new Mahdi, and attempt to use his influence to further French ends. But the chief of the Senoussi has never shown any willingness to enter into relations with Europeans. On the contrary, he has wrapped himself up in his cloak of fanaticism, has practised strict observances, amassing all the time huge quantities of war material, and professing allegiance to the Sultan. It is his attitude in this latter matter that makes the treaty of partition between France and Italy, in absolute disregard of the Sultan's authority, so difficult to understand in all its bearings. Probably other Powers have little to envy either France or Italy in their dealings with Moslem fanaticism.

THE attacks which have been made upon the United States Government policy and the army in the Philippines have been met with a resolute front, and the "anti-Imperialists" now no longer hope to gain their ends. The Americans are finally committed to the annexation policy, and there can be no drawing back. They are well established in the Pacific, and the occupation of the Hawaiian Islands made plain to most people the end that was in view. Old ideals are no longer applicable to the modern world. The policy of abstraction from the affairs of other Powers could no longer be maintained. Moreover, a great war never leaves nations where it finds them. All things, indeed, have shaped out the course upon which the United States have entered. Only short-sighted politicians could clamour for withdrawal from the Philippines; for weal or woe the policy must be pursued. The burden once taken up cannot be laid aside. Nor is there any reason to believe that the United States are unequal to the task of creating and maintaining a larger state than Washington designed. They have shown governmental capacity, and their march is one of progress and enlightenment. Englishmen, at least, have no cause to regret that the Americans are in the Philippines. These islands might otherwise, sooner or later, have fallen into less friendly hands.

WITH AN INSTRUCTIONAL FLOTILLA.

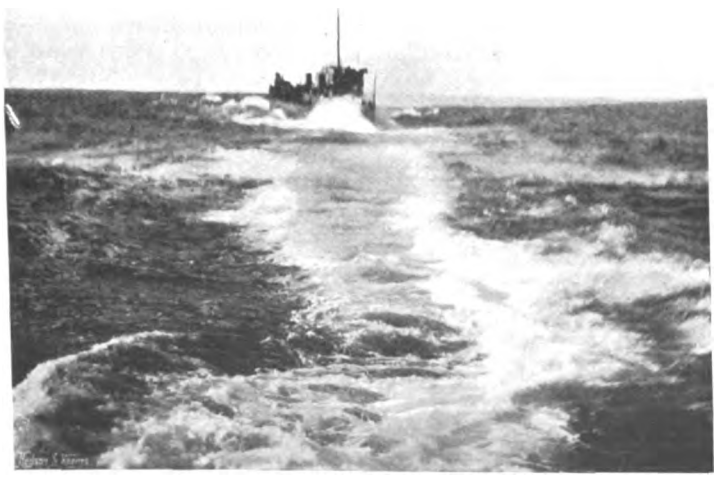
THE destroyer is the development of the torpedo-gun-boat. The torpedo "catcher" could not catch the torpedo-boat, and successive creations became more and more hideous failures, for reasons which need not be here discussed. Finally a new departure was made, and the destroyer—a sort of glorified torpedo-boat—was elaborated. The French had attached their belief to torpedo-boats until they went mad on the subject of submarines. The British reply to the torpedo-boat was the destroyer, which is much faster than torpedo-boats, is much more heavily armed, and is capable of keeping the sea when they would be practically immersed. It has been developed by this country in every possible way. There is no question that the destroyer is better than the torpedo-boat, but, after all, the scantling is much the same, and the difficulty is to decide how great is the difference. There is in our own Navy a certain scale, which need not be particularised; but it is evident that with the increase in the number of torpedo-boats abroad, it is well that there should be at least the utmost efficiency in our destroyers at home. This is secured as far as possible by the institution of instructional flotillas at our great ports. At Portsmouth, at Devonport, at Chatham, there are groups of destroyers which are almost perpetually cruising, and which, by virtue of their cruises, teach the men in them the work which is peculiar to these little ships. For it must not be supposed that the work in a destroyer is equivalent for any rank or rating with that of, say, a battle-ship or cruiser. There is, be it admitted, a certain freedom from restraint, and to the young officer who has his first command, there is of course the sentiment of self-reliance and independence. But the work is hard, especially when it blows a little and the small vessel buries herself as



THE UPPER DECK OF A DESTROYER.

A vision of cowls and stove pipes.

far as her tiny bridge. That such good work is done under these circumstances says very much for the officers and men; but it also means that in the instructional flotillas a number of young officers are learning a good deal about tactics and keeping station which will serve them in good stead when they are keeping watch or commanding a ship in a squadron. Meantime, let it be admitted that the work of these instructional flotillas is hard and that their cruises carry them far afield. One of our pictures shows what the deck of a destroyer is like. It is a mere mixture of cowls and pipes, and there would be little comfort on board were it not for a sense of independence and the usual indifference to his surroundings of the British seaman as long as he feels that he is doing his work. Our other picture is, to the landsman, even more expressive; but it is these little vessels, lost, as it were, in the vast expanse of ocean, and battling with the seas, which will give to our great battle-ships that immunity from insidious attack which will enable them to do their duty. The experience gained in them, too, will be valuable in time of war in its indirect as well as in its direct results. The little vessels make such long cruises along our coasts and enter so many small ports and creeks and estuaries that the officers and men belonging to them acquire an amount of local knowledge which might easily prove invaluable. We hope, of course, that hostilities would find them off the enemy's shores, but it is possible that an elusive cruiser—particularly if aided by heavy weather—might put some of the units of a torpedo flotilla in jeopardy. In such a case, the advantage of local knowledge could not be over-estimated, and it would be equally useful in the selection of bases.



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THE "STURGEON" IN A HEAVY SEA.

In the wake of the "Stag" off the Fastnet.

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A TUG-OF-WAR.

COMMANDANT, GWALIOR LANCERS.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

THE details which arrived by a recent mail concerning the great Viceregal durbar at Peshawar are most impressive, and show clearly that nothing was left undone to bring the significance of the occasion home to all who were present. The latter numbered some three thousand, and it is recorded that there was no sort of noise or disturbance, the border and trans-border tribesmen remaining quietly seated and watching the proceedings with the greatest solemnity. I have already commented on the cabled substance of the Viceroy's speech, but there are one or two details in the full report which appear to be worthy of additional notice. One is Lord Curzon's allusion to the three-sidedness of the Frontier question, a feature, or rather an arrangement of features, of which even those who know something of the subject are rather apt to lose sight. There is the Afghan side, the British side, and the Pathan side, and certainly Lord Curzon may now claim to have studied all three with marked industry and discrimination.

Another point on which the mail report shows Lord Curzon to have taken a commendably strong line is with reference to those silly threats of a *jehad*, or religious war, which are a familiar feature of the Frontier rumour-monger. He wanted, he said, no change from the present peace, which has now lasted for four years, and if the Pathans were wise they would not want it either. "But if war were ever forced upon me on the Frontier, I should not be frightened for one instant because people tried to call it *jehad* or anything else—I should carry it through to the end." This seems to recall the after-dinner speech of another great Governor-General of India, which terminated with the memorable words, "Unwarned by precedent, uninfluenced by example, the Sikh nation has called for war, and by Heavens, Sirs"—here the orator made the glasses ring with a bang of his fist on the table—"they shall have it with a vengeance!" No more insane Frontier policy could be imagined than that of regarding the possibility of a *jehad* as a bugbear sufficiently terrible to frighten us from taking severe measures if necessary. Even those who have counselled inactivity have agreed that the inactivity must be masterly, and something more than words are needed by anyone who wants to play the master with a Pathan.

Lord Curzon did well to parade the capital "I" a good deal before his listeners on this momentous occasion. Of course it was no question of vain-gloriousness or any other form of egotism, but merely one of policy, and Lord Curzon will have been regarded by the tribesmen who attended that durbar with infinitely greater respect in that he did not attempt to explain to them his precise position, but spoke to them simply as a man having all the requisite authority and power to make them "sit up" to any desired extent. "The key to India," said Lord Beaconsfield, "lies in London," and no doubt the sceptre of India is largely wielded by the Secretary of State for India in the Council Chamber in Whitehall. But for the border tribesman it is enough to see in person the Lord of the Country, at whose coming and going nearly three times as many guns thunder forth in salute as are accorded to even the well-known general who commands the whole Punjab Frontier Force, and he is quite content to believe that this great personage can by a wave of his hand cause war to be waged or a railway to be built—contingencies regarded on the Frontier with about equal suspicion and dubiety as to their ultimate result.

After a visit to the Khyber Pass, at a point in which, Michni-Kandao, he obtained a fine view of Afghanistan, Lord Curzon left Peshawar, and on his way to Simla made an inspection of the Imperial Cadet Corps at Dehra Dun. This remarkable new organisation, of which I had a good deal to say some months ago in these notes, appears to have made excellent progress, and the Cadets presented a striking appearance in their magnificent uniforms of white, gold, and light blue, with light blue puggaree and aigrette, a dress well set off by their black chargers. Dehra Dun is also the headquarters of the Viceroy's Bodyguard, who are all very fine men, excellently mounted, and arrayed in bright scarlet uniforms. In my time, however, they were not very favourably regarded, being rather inclined to give themselves airs and to get out of hand, while not "in it" as soldiers with a troop taken at random from any of the first-rate Bengal or Punjab cavalry regiments.

I greatly regret to note that a serious riot has recently taken place in Burma as the result of ill-feeling between the Burma Company of the Madras Sappers and the Police. It appears that the latter having arrested two of the former, the remainder of the Company turned out as a rescue party, bombarded the police station, committed a brutal assault on a European police-officer, and even knocked the Assistant Commissioner of the District off his bicycle and belaboured him with sticks. Up to the departure of the mail fifty-six of the rioters had been arrested, and it was reported that the entire Company had been disarmed. There is probably no need to regard this unfortunate incident as having any special significance outside the very grave breach of discipline involved and the specific outrages committed, which we may be sure will meet with condign punishment. But such bursts of passion, coupled with open aggression and personal maltreatment of European officers, are unpleasant reminders that our Indian Empire has a good deal of combustible material still scattered about in it, and that any diminished vigour or watchfulness on our part would be a very fatal mistake. It is rather curious that while the above tempestuous scene was being enacted at Maymyo in Burma, news was coming into Madras of serious peasant riots in the Madura district. Here again the Assistant Collector was severely maltreated by the mob.

The occurrence of such disturbances enhances the desirableness of the changes which the Government of India is making in the direction of stiffening the troops in the Madras command with a larger admixture of the fighting classes. It was notified some time back that the 2nd, 6th, 8th, and 24th Madras Infantry, as at present constituted, were to be mustered out, their places being taken by a

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6th Gurkha battalion and by three battalions to be numbered 2nd, 8th, and 24th Madras Infantry, but each consisting of four companies of Punjabi Mahomedans, two of Jat Sikhs, and two of Rajputs. It now transpires that the 3rd Madras Lancers have also been reconstituted, the composition being one squadron of Madras and one of Deccan Mahomedans, one of Punjabi Mahomedans, one of Rajputs, and one of Hoshiarpur Jats. It is added, rather significantly, that the language will be Punjabi, obligatory.

To the lay mind such changes may seem trivial, but in reality they are of peculiar importance in the case of Madras, the military service of which has suffered much from being too local in its character and connections. The average Madrassi is not a first-class fighting man, although we must never forget that the traditions of the Madras Army are very glorious ones, and that the early development of British rule in India was largely due to the courage and devotion of the Madras Sepoy. The introduction of the Sikh, the Gurkha, and the Rajput into the ranks of the Madras command will, moreover, not only rouse the fighting efficiency of that service, but will place a very powerful additional weapon in the hands of the civil authorities in the event of any local disturbance. Where a pure Madrassi regiment might, through family feeling, fail to act with sufficient vigour, a squadron of Punjabi Mahomedans or a double company of Gurkhas would soon create an impression and make short work of resistance on the part of any Madrassi mob.

Sportsmen will be interested to hear that a white tiger is prowling in the jungles between Nanjanud and Gundalpet, in Mysore, where a number of other curious specimens of forest fauna are said to be located. I am not an authority on tigers—the only two I ever fired at got away quite comfortably—but I should imagine a white tiger to be a genuine rarity, more particularly if he is not afflicted with some weird disease. I remember that Kipling in one of his tales speaks of a tiger with a curiously clouded colouring, which I daresay is "founded on fact," but I cannot recall any instance of a tiger albino. If a true albino with pink eyes, he should be rather a repellent and unlovely monster.

THE CHIEF'S CUP.

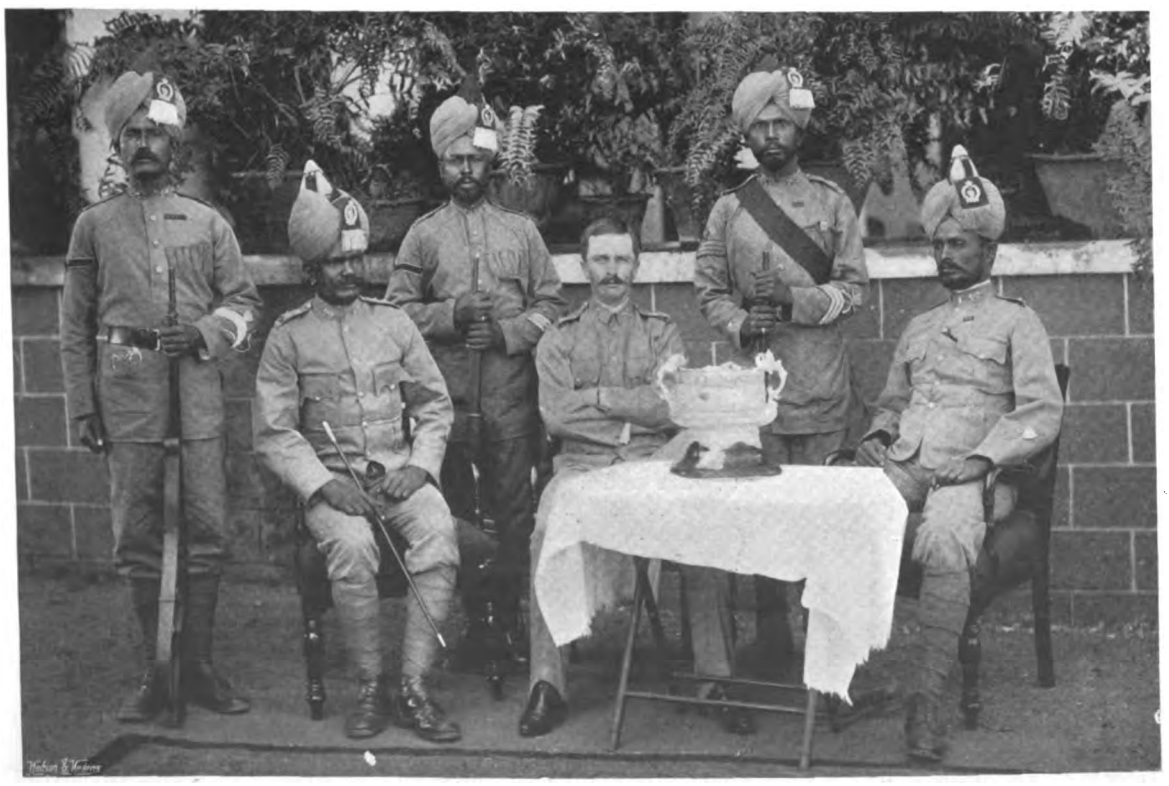
THE cup presented by the Commander-in-Chief is always keenly competed for. The cup for 1901-2 was open to all the Native regiments in India, the competition being limited to selected teams of six from each corps. It is, therefore, no small feather in the cap of the 4th Madras Pioneers to have distanced all comers and to have secured the handsome trophy which we see in the picture. The distances fired at were 200-yds., 600-yds., and 1,000-yds. From recent experience the 200-yds. range seems scarcely a practical one. It is, however, a very difficult range to score at, strange as it may seem. Without trying to shoot at this range one would assume that a bull's-eye was certain every shot. Such is, however, far from being the case. In these days of long ranges it is quaint to read the comments of the soldiers who flourished at the beginning of the nineteenth century. Mercer, for instance, who commanded the celebrated Horse Battery at Waterloo, lays down emphatically that 150-yds. is the correct range at which to open fire on cavalry, and that ammunition is wasted if fire be opened at longer range. How strangely that reads to-day when we regard 1,000-yds. as a very moderate range for musketry and almost a close distance for artillery.

The good light in the early morning in India during the greater portion of the year enables excellent targets to be made. We are informed that a score higher than the highest possible is sometimes made. This sounds like a statement from the Land of Bulls, but is explained by the statement that there is always an allowance of points to a rifle of old or obsolete pattern when in competition with the most modern weapon, and that a good man behind an old rifle often shoots so well that he has his points in hand in addition to a full target score. Hence the apparent anomaly. In such competitions as that for the Commander-in-Chief's Cup it is not customary for the European officers to take part, for the very good reason that they are not usually the best marksmen in their regiments. All credit then to Captain S. M. Rice for being able to take his place in his regimental team when that team is the winning one in India. Subadar Solapuri, who cannot be a young soldier, is also to be congratulated on having kept a clear eye and a steady hand despite long service. It is pleasant to notice a third officer, Jemadar Shaik Amin, in the winning team.

We are not informed as to whether this is a Challenge Cup or whether the trophy remains with the Pioneers. For the sake of the regiment we trust it may be a permanent record of the good shooting of its sons. Sir Power Palmer, who presented this cup, became Commander-in-Chief through the sad death of the well-loved Sir William Lockhart. His successor has not yet been officially named.

When a regiment distinguishes itself on service it is, in India, considered an honour to be made into Pioneers, although each regiment has there, as in the home Service, its sufficient contingent of Pioneers. The celebrated 28th Bombay Regiment was so honoured after very distinguished service. It is something of the same sort as prevailed in the home Service when regiments were made light infantry as a special distinction for service. The best-known regiments in the Punjab who are Pioneers are the 23rd and 32nd. They are formed of a peculiar class who have become Sikhs since the first establishment of the Sikh race. Though many of them were not born as Sikhs, they have benefited by the privilege of being associated with that heroic race, and they have proved their manhood in many a campaign.

In England to-day the name Pioneer conveys the idea of an artificer who wears crossed axes on his sleeve, and who may be carpenter or blacksmith. In India the old meaning is still attached to the term, and the regiments of Pioneers are those who go ahead of the army, and whose duty is to make roads and bridges for those who are to follow. Sometimes, of course, these duties have to be undertaken by soldiers not specially trained; and, again, sometimes the Pioneers take their place in the ordinary fighting line, as was the case of the 21st Madrassis in the late Tirah Campaign. These English-speaking men were of great use in keeping the younger English soldiers in touch with the other natives.



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THE WINNERS.

Team of the 4th Madras Pioneers.

Reading from left to right the names are—Standing: Lance-Naik Munisami, Lance-Naik Muhammad Mussa, and Havildar Shaik Hussain. Sitting: Subadar Solapuri, Capt. S. M. Rice, and Jemadar Shaik Amin.

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THE WIDE, WIDE VELDT.

[ANECDOTES AND PEN PICTURES BY A WAR CORRESPONDENT.]

REFERENCE was made last week to Mr. Rudyard Kipling. In this number is given an illustration of the house which the late Cecil Rhodes built for him. Apart from the sentimental interest, which has already been discussed, the architecture of the cottage is worthy of study. It has been built in the old Dutch style, and when the trees have grown sufficiently will be one of the prettiest spots among the Cape Town suburbs.

WHERE THERE IS NO ECHO.

The drums of the Queen's.

AN IMPORTANT COMMUNICATION.

"No answer, Sergeant-Major."

"DETAILS GUARDING THE LINE."

Mounting the bridge guard.

We have often referred to the wearisome duties attaching to the lines of communication and the blockhouses. But it will probably be news to most readers that this tedious solitary life of sentry-go is telling upon the mental capacity of the men. Every week the transports bring back ten to twenty raving lunatics who have lost their reason owing to the nature of the present work required from our army in the field. Nor is it surprising that the solitary sentry, staring all day up and down the shimmering parallel of metals on a railway, should succumb to the mental strain of ever expecting and imagining the presence of an enemy.

The prevailing custom in the British Army is that as soon as a unit is ordered upon service it puts off all the glories of the panoply of peace, and takes the field with an attempt at invisibility in dress and habiliments. In the majority of cases the band are "disarmed," that is, their instruments are taken from them, and they are really armed with rifles and sent back to the ranks. But in a few cases regiments ordered to South Africa have taken their music with them. Highlanders and their traditions of course are inseparable from their pipes. There would be no wounded piper to play the "Cock o' the North" on every occasion that the war correspondent has to describe the Highlander in action, if the pipes were left at home. But other units have taken a modified band with them. The Derbyshire Regiment had some of its brass instruments, and was able to play Ian Hamilton's Division into Pretoria. The Irish Fusiliers had all their instruments captured in a train taken by the Boers in Natal early in the war. I well remember, when after the Boer camp was captured at Elandslaagte, a Devon private offering a euphonium belonging to the Fusiliers for sale, at the magnificent figure of one cigarette. But the Guards have always stuck to their drums, and so have the "Queen's." Regarding the drums, a story of the pretty wit of Atkins occurs to me. It was the morning after the fight at Karee Siding, when much of the army was lying about in confusion. I had thrown myself down to sleep among a lot of other wanderers in the vicinity of the Coldstreamers' lines. Now the Coldstreamers always play their réveille with their drums. Suddenly the sleeping camp became aware of drums and fifes sounding thinly through the morning air. It was not an inspiriting tune in the opening bars, and I heard a Tommy near me remark to a pal, "Now we know why so many Coldstreamers get enteric. I never understood before!" This reminds me of another soldier story. A cabby drove a couple of officers up to the door of a Service Club in Piccadilly the other day. The officers, who had come some distance, paid the legal fare to a penny. The cabman looked at the solitary shilling, and then said slowly, "It is a pity that more of you gentlemen were not killed in the war!"

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REAL DUTCH ARCHITECTURE.

Mr. Kipling's house in Cape Colony.

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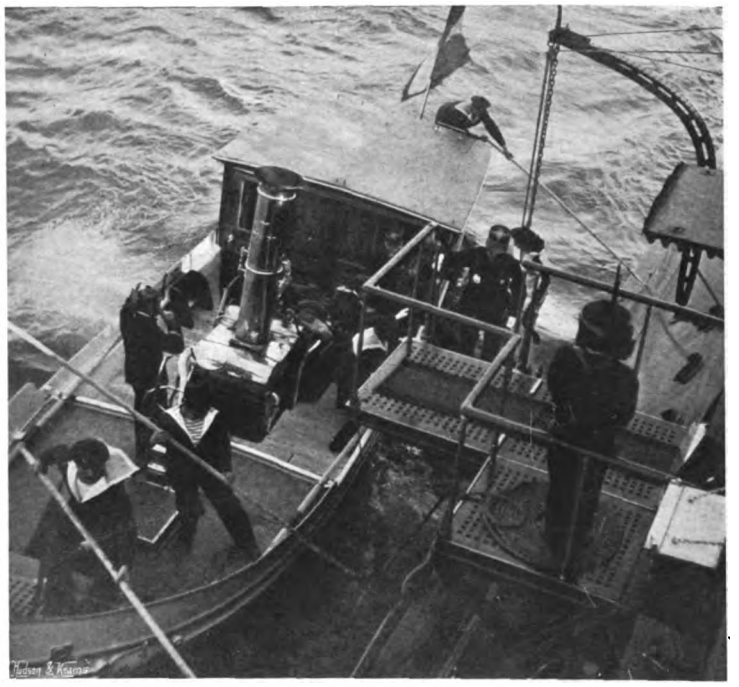
HONOURING A LONG-DEAD HELPER.

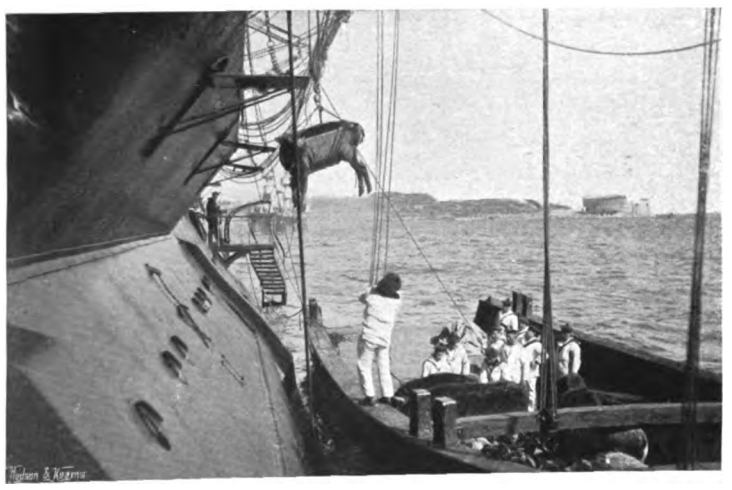
IT is passing strange that concurrently with the inauguration of the Cuban Republic a monument should be unveiled to one of those who helped most to found the great American Republic of to-day. And yet more strange, representatives of a Republic have been there to honour a compatriot who was an aristocrat and a Royalist. Time is a great healer, however, and viewed through an intervening space of years, the matter appears in a more romantic light, and no less from this side the Channel than from the other; for Jean-Baptiste-Donatien de Vimeure, Comte de Rochambeau, was one of those allies who did most to wrest from us our colonies in North America, and helped to found a nation whose sons are vieing with each other now to buy up and exploit the parent country.

The life of the Comte de Rochambeau was one of continual action. He had the good fortune to live in a time when all was stir and bustle, when wars were counted by tens not by ones, and when the life of a soldier was not all church parades and Sunday afternoons in the Park. Born in Vendôme on July 1, 1725, he entered the Army at the age of seventeen, and rapidly distinguished himself. He was present at the siege of Maestricht, and fought in Minorca in 1756. For his share in the latter campaign he was promoted, and when in 1780 France stepped in to aid the then insurgent army in North America he was sent out in command of 6,000 men. He fought throughout the war with great distinction, and was specially fortunate in his relief of Yorktown. Shortly after his return to France he was made a Marshal, and was made a Grand Officer of the Legion of Honour by Napoleon. He died in May, 1807. Such is a brief outline of the life of the man to whom America has to-day erected a statue and to whom representatives of Republican France are offering their homage.



THE HEAD OF THE MISSION.

General Brugere embarking in the "Gaulois."

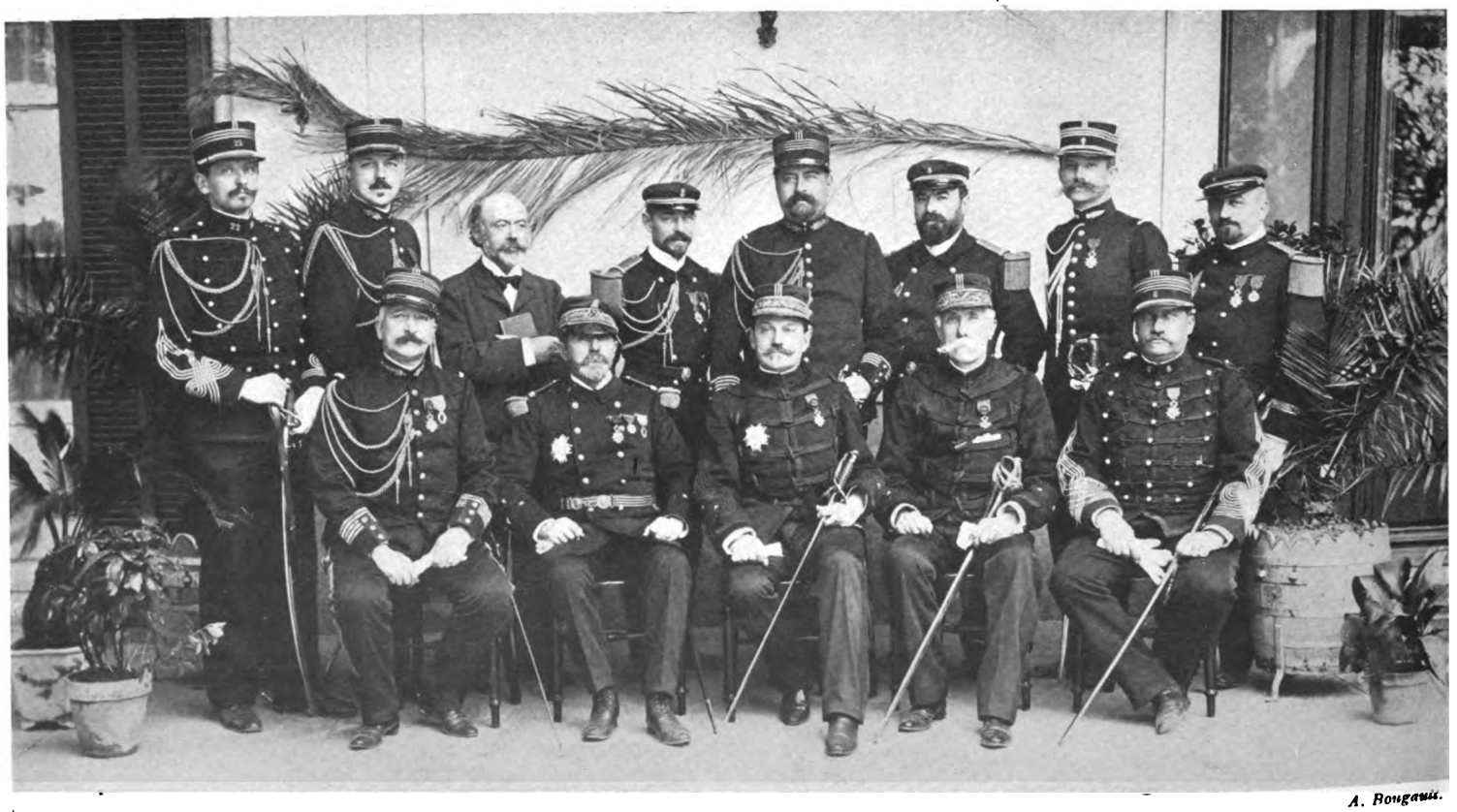


HOISTING CATTLE ON BOARD.

For the State dinner on arrival at Washington.

Before leaving France, General Brugère, who is at the head of the mission, gave an official lunch at Toulon. The whole party subsequently went on board the "Gaulois," which is in command of Captain Surgy, flying the flag of Vice-Admiral Founier. Off Cape Virginia three vessels of the North Atlantic Squadron met the "Gaulois" and escorted her to Washington, where the party was met on disembarking by M. Boeufve, the acting Chancellor of the French Embassy. On the Thursday following their arrival, the delegates had the honour of being received by President Roosevelt.

It would not augur well for the cordial relations which exist between the two "sister democracies," as the *Temps* called them, if great and general rejoicings were necessary on this occasion. United by a great similarity of government, and with a host of common historic memories to look back on, it would be strange indeed if the most cordial relations did not exist between the two nations.



A. Bougault.

Photos. Copyright.

THE REPRESENTATIVES OF FRANCE.

General Brugere, Admiral Fournier, General Chalendar, Col. Hermite, Lieut.-Col. Meaux de St. Marc, Commandant Berthelot, Capt. Lasson, Capt. Puv de St. Mars, Capt. Fithonneau, M. Renouard, Lieut. Lejay, Lieut. Sauvaire Jourdan, and Lieut. Reinach de Werth.

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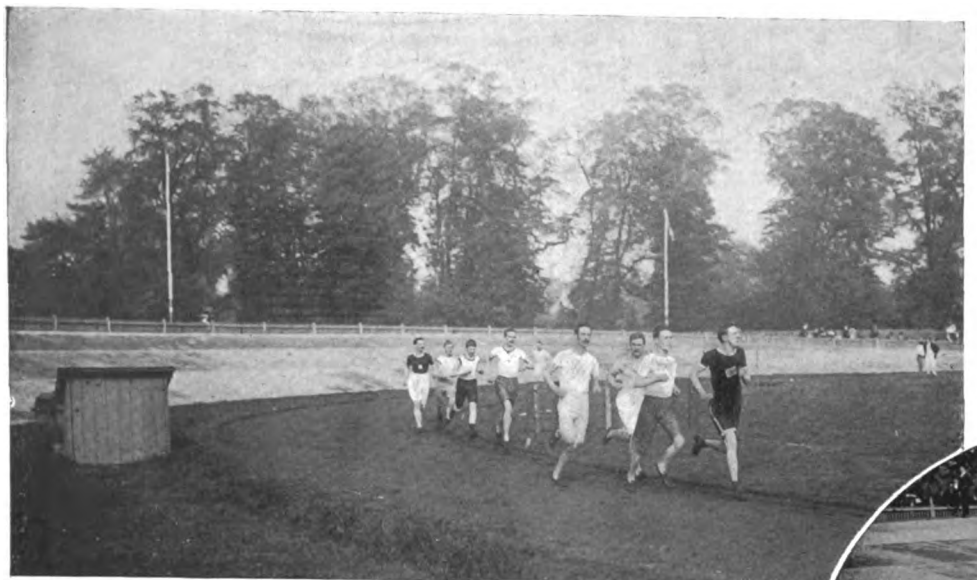
THE WAR OFFICE AT PLAY.

THE FIRST ATHLETIC MEETING OF THE WAR OFFICE SPORTS CLUB TOOK PLACE AT HERNE HILL ON SATURDAY LAST, AND WAS BRILLIANTLY SUCCESSFUL.

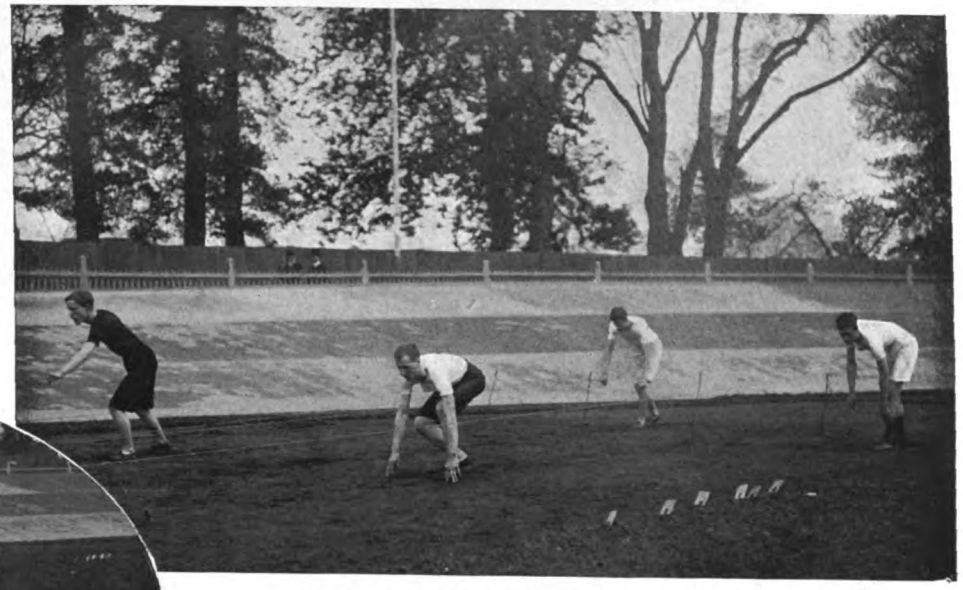


THE MILE FLAT RACE.

Won by G. E. Crawford in 4-min. 44-sec., A. E. Clarke was second, and A. E. Airey third.

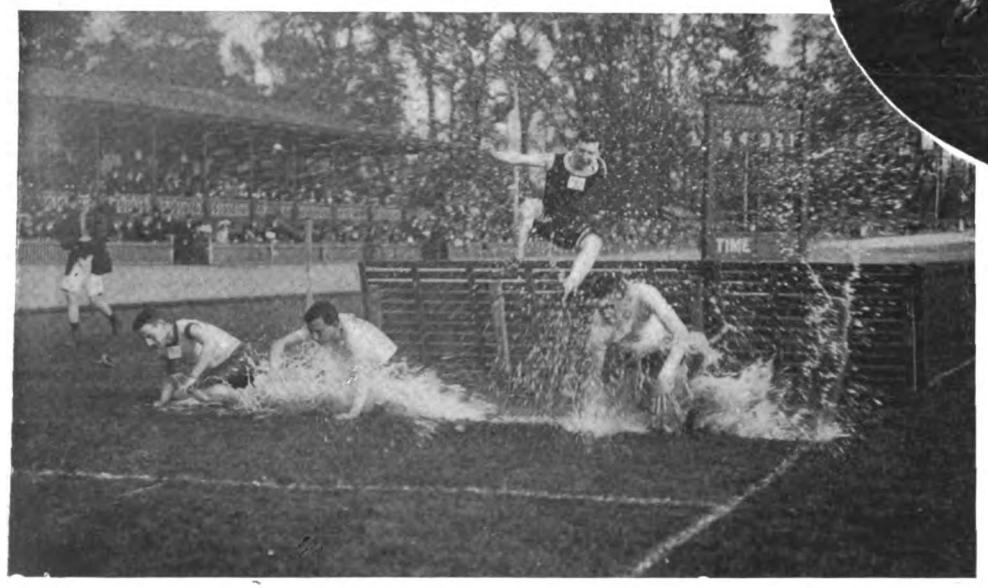
IN THE TOILS.

The nets are not the easiest of the difficulties to be overcome in the Obstacle Race.



THE START FOR THE 100-YDS. FINAL.

F. J. Hoyle took first prize, C. H. Andrews second, and E. H. Thomas third.



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THE WATER JUMP.

This "obstacle" in the Three-quarter Mile Steeplechase provoked much merriment.

"Navy & Army."

THE LADIES' SLOW BICYCLE RACE.

This event was won by Miss A. Hayes amidst tremendous cheering.

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PRESS REPRESENTATIVES AT THE MILITARY TOURNAMENT.

Photo. Copyright. *C. Vandyk.*

AN INTERESTING GATHERING.

In the middle of the group are three generations of Special Correspondents of the "Times"—Sir William H. Russell, LL.D., the "doyen" of War Correspondent, Colonel W. W. Knollys, and Mr. J. E. Vincent.

*The representatives reading from left to right are—Back row: R. Butler, "Referee"; S. P. Bussey; * Second row: * K. J. MacHugh, "Daily Telegraph"; J. B. Boyle, "Sun"; W. Grey, "Standard"; Vero Shaw, "Morning Advertiser"; J. E. Vincent, "Times"; O. A. Fry, "Vanity Fair"; W. T[illegible]aud, "Graphic"; E. Smith, "Morning Leader". * * and G. F. Bacon, "Army and Navy Gazette." Front row: Major Arthur Griffiths, "Army and Navy Gazette"; Charles Lowe, "Daily Chronicle"; Caton Woodville, Battle Painter; R. Martin, "Sporting Times"; Sir William Russell; Col. W. W. Knollys; E. Guest, "People"; J. D. Irvine, "Morning Post"; and W. L. Swinburne, "Navy and Army Illustrated."*

** The names of these representatives had not been received when we went to press.*

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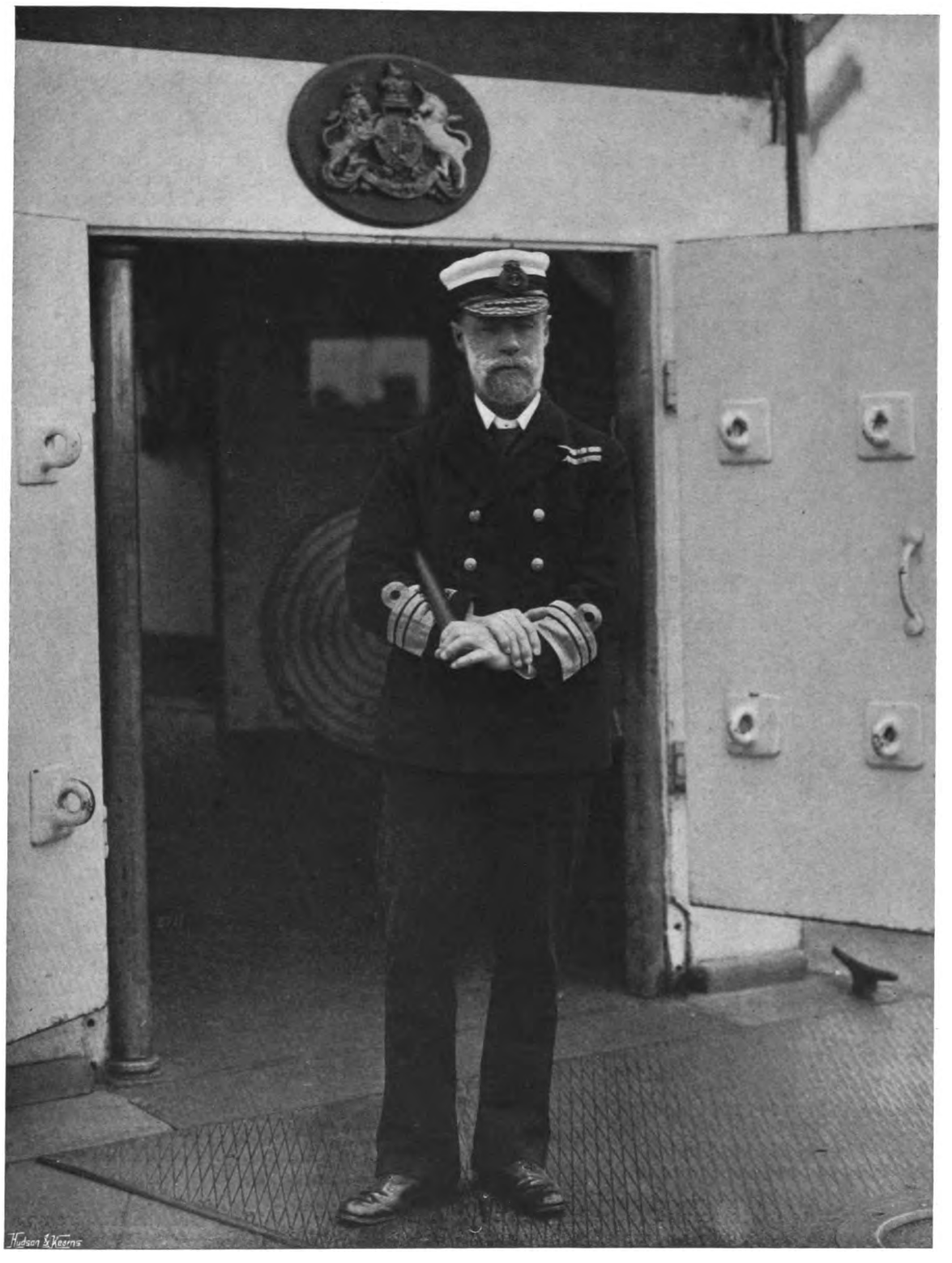

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IN CHARGE OF THE CHANNEL SQUADRON.

VICE-ADMIRAL ARTHUR KNYVET WILSON, V.C., C.B.

Admiral Wilson, the Senior Officer in Command of the Channel Squadron, has had a notable career apart from the inspiring occasion when at El Teb, on February 29, 1884, he won the Victoria Cross for preventing a gap in the square from being rushed by the enemy, whom he held in check single-handed first with his sword, and, when that was broken, with his fists. As a middy Admiral Wilson served in the Black Sea during the Russian War, and he was also at the capture of the Peiho Forts in 1858 and at the attack on Canton. He is an experienced Naval administrator and commander, and the inventor of double-barrelled torpedo-tubes.

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Surrender at Last.

AT last! At last! At last! That was what everybody felt and what nearly everybody said on Sunday evening. A sigh of profound relief went up from every corner of the country when it became known that the issue of the negotiations was peace, and not continued war. Not that we had any reason to fear the ultimate issue. The relief felt was not relief from a fear of the result. That was too certain to be in doubt. We knew that sooner or later the Boer resistance must be stamped out. But the country had been tired of the war for already a long time. The burden of it had begun to press, and everyone felt that it was time to make an end, if possible, by some kind of mutual agreement. For weeks past we have been anxiously watching the far-off flutterings of the bird of good omen. Now its wings seemed to be bringing it nearer. Then a day or two would pass, and we got up in the morning to find it had hovered back into the distance again. Alternate days brought us hope and doubting. Now at last the fair white bird has settled, and the gates of the Temple of Janus can be shut.

It is under the stress of strong emotion that character most openly declares itself. As it is with individuals, so it is with nations. The British nation has, during the last two years and nine months, undergone much that is calculated not only to bring out the qualities of its nature, but also to leave a lasting effect upon it. Think of the various emotions by which we have been swayed since war broke out. First of all, there was the elation with which we received the news of the Boer ultimatum. Our enemies, we said, had delivered themselves into our hands. It was matter for congratulation, we told ourselves, that the questions between us were to be settled finally by the arbitrament of the sword. This attitude did not last very long. Nicholson's Nek gave us the first douche of cold water upon our hopeful enthusiasm. Then came the black week of December, 1899. For a moment our hearts sank. But it was only for a moment. Very quickly we pulled ourselves together, set our teeth, and put our backs into the task of retrieving the situation. Next followed our period of "mafficking." The capture of Cronje's host, and the relief of Kimberley, Ladysmith, and Mafeking set us talking again about a speedy ending of the war. The surrender of Johannesburg and Pretoria seemed to set the seal upon our hopes. But again we were doomed to disappointment. The long period of waiting, and hoping against hope that all was over, left us in a state of apathy. When at last it became clear that, having finished successfully the open warfare, we had to cope with an interminable period of guerilla fighting, interest in the war sank to its lowest ebb. Every now and then some striking piece of work on the part of our commanders gave us a fresh belief in the possibility of a speedy surrender. Every now and then some unfortunate incident clouded our brows and made the end seem farther off than ever. During the last six months "Peace for the Coronation" has been our guiding star. It was difficult to see how peace was to be brought about, but yet the hope persisted. As soon as it was made known that terms of surrender were being discussed, there was a general feeling that the end was in sight. The possible slips between cup and lip were many, yet somehow the nation felt that it did right to be sanguine, and after much delay its hopeful attitude has been fully justified.

When the Peace of Amiens was concluded between Napoleon and this country in 1802, a wit of the time called it a peace "of which everybody was glad and nobody proud." We may say much the same of this peace. Even when we began the war, we realised that there was little glory in it. It was rather an affair of police than of military achievement. Events did not turn out as we expected, partly because the Boer resistance was stouter and more prolonged than we believed it would be, partly because in some cases our commanders, and, in some cases, our military organisation, failed to justify the complete confidence which was placed in them by the nation. We are still agreed, however, that there is not a great deal for either side to be proud of in the long campaign which is now happily at an end. We have accomplished, it is true, the objects we set before ourselves when we drew the sword and flung away the scabbard. Now that we are again sheathing our weapon, we can look back with satisfaction to many deeds of gallantry, many examples of British stubbornness and heroism; but we cannot, on the whole, feel either proud of our military prowess, or very triumphant over the agreement which brings hostilities to a close.

Instead of looking back, let us rather look forward. We have now to heal the wounds that war has inflicted upon our dominions in South Africa. We have to show the Boers that they have lost nothing, but rather gained much, by becoming subjects of the British Crown. Any feelings of resentment which they harbour against our political aims and against the statesmen who are engaged in carrying them out, must be smoothed away by judicious friendliness and conciliation. Of one thing we may be sure—the Boers cherish no ill-feeling against the soldiers whom they have met in conflict upon the field, nor have our troops any feelings towards them but feelings of good comradeship and admiration, the admiration that every true man feels for a foe who has fought well. As a nation, we are quite prepared to treat the Boer as a fellow citizen and friend. The more we understand him, the better we like him; and on our part we feel assured that, the better he understands us, the readier will he be to grasp the hand which in all good faith we hold out to him.

At home as well as in South Africa the ending of the war leaves us with much important business upon our hands. While fighting still went on, it was impossible that we should either enquire fully into the causes of our military breakdown or find ourselves in a position to institute a more efficient system. We must not, in our relief at the cessation of warfare, allow the effort to put the defences of the Empire upon a sounder basis to be for one moment relaxed. It was because we did not in the piping times of peace sufficiently prepare ourselves for difficult war that we found ourselves leaning upon so shaky a reed. Now as much as ever,

> "It is most meet we arm us 'gainst the foe,
> For peace itself should not so dull a kingdom
> But that defences, musters, preparations
> Should be maintained, assembled, and collected
> As were a war in expectation."

We must bear this firmly in mind, we must take care that the Government in no way slackens its energy in the direction of Army Reform. We have heard much about the lessons of the war. Now is the time for putting what we have learnt into actual practice and effect.

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THE WELCOME NEWS FROM PRETORIA.

OUTSIDE THE NATIONAL GALLERY.

This procession of Westminster Art students represents but one of innumerable small companies that paraded the streets of London, both in the City and West End.

Photos. Copyright. THE SCENE IN CENTRAL LONDON. *"Navy & Army."*

A dense crowd flocked to the Mansion House, whence, looking towards the Royal Exchange, the photograph reproduced was taken.

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THE FLAG-SHIP OF THE CHANNEL SQUADRON.

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VICE-ADMIRAL A. K. WILSON AND OFFICERS OF THE "MAJESTIC."

Participators in the Naval Review.

Reading from left to right the names are—Back row: Act.-Gunner J. Pardoe, Sig.-Boatswain C. E. Collins, Gunner J. B. Manners, Torp.-Gunner W. H. Blake, Clerk I. R. Watson, Assist.-Pay. J. B. Evens, Lieut. J. M. Smith, R.M.L.I., Clerk T. M. Salter, Assist.-Pay. O. L. Parsons, Assist.-Engr. H. E. Brook, and Clerk H. W. Robins. Second row: Chief Carpr. R. B. Lavers, Gunner J. W. Thorn, Boatswain W. B. Mann, Assist.-Engr. W. Outfin, Sub.-Lieut. D. McDowell, Sub.-Lieut. H. Hoys, Surgeon H. W. Green, Flag-Lieut. H. Edwards, Assist.-Engr. H. V. Gordon, Clerk A. S. Whyham, Assist.-Pay. B. Porter, Assist.-Engr. W. A. Monk, and Lieut. E. K. Arbuthnot. Third row: Fleet-Engr. W. J. Maudsley, Maj. F. G. Kappey, R.M.A., Lieut. H. W. Richmond, Fleet-Pay. T. Winterbottom, Flag-Capt. E. Brad ord, Vice-Ad. A. K. Wilson, C.B., V.C., Secretary G. H. A. Willis, Com. D. R. De Chair, Fleet-Surgeon E. W. Luther, and Lieut. A. A. M. Duff. Front row: Midshipmen H. G. C. Franklin, R. V. de Halpert, E. M. Grant, H. J. Woodward, A. C. Fawssett, and A. Rice.

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THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

MEMORIAL AT WILHELMSHAVEN.
To the officers and men of the German Army who fell in the Chinese War.

IN war-time the whole Navy will, of course, be always employed, directly or indirectly, in protecting commerce. Whatever else it is doing—blockade, the fighting of battles, or what not—it is also securing the free movement of our trades, with which we could not dispense for a week without immense loss, or for six months without something like ruin. The sense of our obligation in this respect in the old wars was so strong that "the grand fleets" of the King William and Queen Anne epoch were constantly employed to see convoys well past the Scilly Isles. To the end of the American War in 1783 the same practice was followed. An admiral going out to his station, or to join another flag with reinforcements, carried the trade with him. An admiral coming back brought it home. In the Revolutionary War the main fleets of our enemy were so completely beaten off the seas that we hear little of this employment of squadrons on convoy. The danger was rather from privateers and frigates acting by themselves. Even in the earlier times this latter peril was constant. As the convoys approached, say, the West Indies, they began to be accompanied by quick-sailing French privateers, which kept to windward and out of range. In the light winds they could escape from our frigates or sloops. If one of our merchant skippers slipped away at night to get ahead and secure the first of the market, as they often did, the prowling privateers snapped him up very frequently. Sometimes a bold fellow among the privateers would slip into the convoy by night, board a merchant ship suddenly, and carry her out before he was detected. Michael Scott had good authority for the painful story of the Spanish pirate in "Tom Cringle's Log."

* * * *

Besides this general work of protection there was always a special service for the defence of trade. The lists of ships on full sea pay always include "cruisers" and "convoy," and, as may well be supposed, none of our squadron increased more rapidly than these when war was seen to be at hand. Thus, whereas in January of 1778, when the rebellion in America had lasted for some time and the Yankee privateers were active, the number of vessels classed as cruisers and convoy at home was 22, in the December of the same year, when France had declared war, the number had gone up to 36. It must be borne in mind that these figures apply only to the disposition made at home. Each admiral on a foreign station would make his own arrangements, and his vessels appear on the full-pay lists as being on that station. At the end of 1778 the disposition in home waters was this.

* * * *

First—for cruisers and watch on the coast—there was a little squadron at the Channel Islands consisting of the "Cygnet," 16, "Grasshopper," 14, and "Pheasant," 8, which are to "come to the Downs"; the "Thetis," 32, to Plymouth; the "Actæon," 44, to Spithead; the "Seaford," 20, to Falmouth; the "Hyæna," 20, to Spithead. These ports were, I presume, the places where they were to get supplies and refit, or to report in case the squadron was driven off by a superior French force. The "Boston," 28, to cruise between Belfast Lough and the Mull of Cantire; the "Stag," to cruise in the Irish Channel; the "Squirrel," 20, to cruise between the Dodman and the Land's End; the "Harpy," 18, and "Wolf," 8, to convoy the trade from Ireland to England. The seas, we perceive, were not considered safe in our very midst. The "Wasp," 8, at Plymouth; the "Beaver's Prize," to cruise between Flamborough Head and Yarmouth; the "Merchant," 20, and "Content," 20, "armed ships," to cruise from Flamborough Head to Shields. These armed ships were the ancestors of the subsidised cruisers of to-day, merchant craft taken into the Navy, and mounted generally, I think, at that date, when the carronade was just coming in, with nine-pounders. The "Queen," A.S., 20, at North Shields; the "Heart of Oak," A.S., 20, Liverpool; the "Three Sisters," A.S., 20; "Leith," A.S., 20, Leith; the "Three Brothers," A.S., 20, Bristol; "Satisfaction," A.S., 20, Greenock; the cutter "Meredith," 6"10 (ten swivels?), to cruise from Beachy Head to Portland; "Sherburne," 6"8, from Portland to the Rame Head.

* * * *

We see that two of these vessels are specially named for convoy, but there is another list under that head, and here it is: The "Belleisle," 64, to proceed to St. Helena, to convoy the East India trade home; the "Jupiter," 50, and "Medea," 28, to cruise on the coast of Spain and Portugal till October 20, and return with the trade; "Warwick," 50, to convoy the trade to Canada from Cork, and return to Spithead; the "Chatham," 50, "Portland," 50, "Jason," 28, and "Atalanta," 16, to cruise between Stromness and the Isle of Bona, for the protection of the Hudson's Bay trade, and repair with it to the Nore; the "Montreal," 32, to convoy trade to the Mediterranean and repair to Spithead. Observe, the "Montreal's" convoy would have the incidental protection of the Western Squadron and of the vessels already on the coast of Spain and Portugal. This, no doubt, explains why the Mediterranean trade, though about to go past the enemy's ports, had only one frigate assigned it, while a whole squadron was given to the Hudson's Bay trade. "Hussar," 28, to cruise between Oporto and Lisbon; "Pelican," 24, to cruise between Finisterre and Lisbon; "Fly," 14, to convoy trade to Holland and return with it to the Nore; "Savage," 14, to proceed to New York with despatches and return to Spithead; "Hawke," 10, to proceed to Newfoundland with despatches and return to Plymouth; "Endeavour," 10, to proceed with despatches to Jamaica; "Ranger," 8, to attend the Yarmouth herring fishery, and return with it to the Nore. Then we have the names of Captain Cook's ships "In Remote Parts" put down here, because there was no special head under which to put them.

* * * *

These figures are taken as being fairly illustrative of what, after all, was the bulk of the day's work in the Navy. I may remark, by the way, that if anyone wants to understand the fluctuations of strength and disposition of our Fleet in former times, he could not do better than go to the Record Office, and, with the help of the unfailingly polite officials, take out the summaries of the Full Sea Pay Lists. They will not tell him everything, and do not go back far, but they cover times of great interest and tell much. I recommend them to the attention of the Navy Records Society. The lists given above, more particularly when they are read with a map, will serve to show on what principles the protection of commerce was conducted in former times. We have to allow for the Western Squadron, which, in fact, was the Channel Fleet, or other substantial force capable of giving battle to the French fleet. Then we have the vessels which accompanied the convoys out and home. When the only foe expected was the mere privateer, the "Harpy" or the "Fly" would do. When the risk was from a frigate or fifty-gun ship, the "Belleisle," 64, was sent to meet the East India trade at St. Helena—they being well-armed and capable of tackling a privateer. A fifty-gun ship went with the Canadian trade. A squadron sailed to meet the Hudson's Bay trade. Connecting those forces and on the watch for the commerce destroyers there was the little squadron at the Channel and the vessels which, singly or in pairs, patrolled from headland to headland, or round fixed points near Shields or Leith or Liverpool. The great squadrons and the cruisers proper were never found to be enough. The convoy for a particular trade was always found to be the necessary complement of the two general defences. To me the question seems to be whether anything in the changed condition of shipping justifies us in thinking that we can rely on the two and dispense with the third.

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LORD ROBERTS AND THE MILITIA.

A PRESENTATION of colours is always an impressive as well as a picturesque function, and that which took place at Aldershot on the 24th ult., when the newly-raised 3rd Battalion of the Manchester Regiment received them from the hands of the Commander-in-Chief, was rendered additionally so by reason of Lord Roberts's stirring speech, which followed the ceremony proper. The latter took place on the Queen's Parade, where the regiment was formed up in line under the command of Lieutenant-Colonel J. P. Gethin, whilst beside him was the Colonel-in-Chief of this distinguished regiment—which now boasts three Line and three Militia battalions—Lieutenant-General H. V. Bowles. The usual religious service having been conducted by Bishop Taylor-Smith, the colours, which were resting on the piled drums of the battalion, were consecrated and handed by Majors A. E. Simpson and H. J. James to the Commander-in-Chief, who then presented them to Lieutenants

A WELCOME ADDITION TO OUR INFANTRY.

The 3rd Battalion Manchester Regiment marching past the Commander-in-Chief.

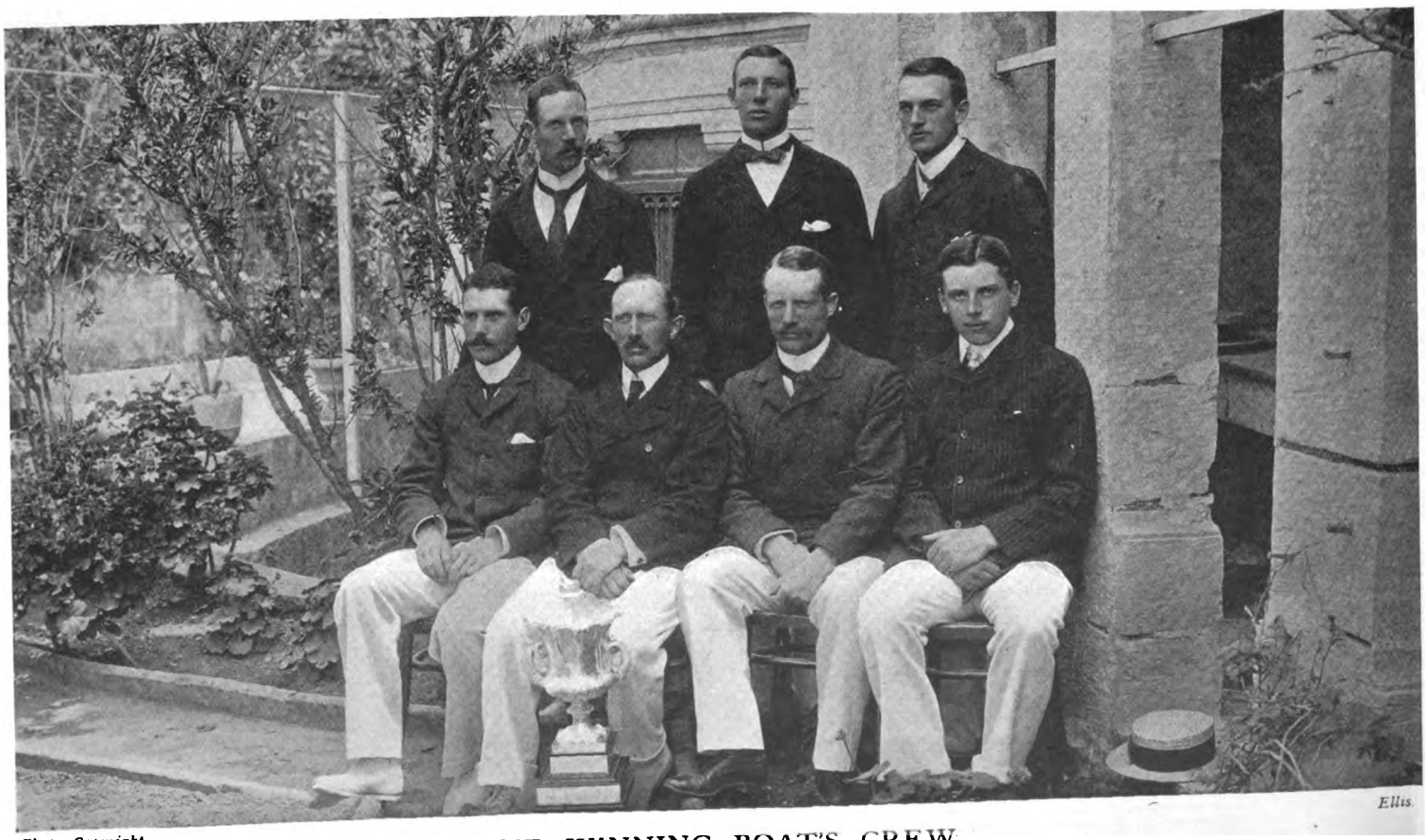
Photos. Copyright. *Russell.*

TO BEAR WITNESS TO FRESH GLORY.

Presenting the new colours to the subalterns of the Colour Party.

H. G. Chapman and V. C. Gauntlett. After this Lord Roberts delivered an eloquent and happy address. Commencing by recalling the fact that sixteen years ago, at a camp of exercise near Delhi, he had presented colours to the 2nd Battalion, he laid stress on the fulfilment of his prognostication on that occasion, when he had remarked that, though it was impossible to tell over what future battlefields the colours might be unfurled, he felt confident that all ranks of the battalion would ever prove true and loyal to their trust. Lord Roberts then feelingly alluded to the glorious *rôle* played not only by the Line battalions, but also by the Militia battalions and Volunteer Service Companies of the Manchester Regiment during the South African Campaign, specially mentioning the gallant conduct of the 1st Battalion at the engagements of Elandslaagte and Cæsar's Camp, and throughout the long and trying investment of Ladysmith. "The 2nd Battalion," he added, "has made its mark also; in fact, the Manchester Regiment, which under various designations from 1685 to the present day had distinguished itself on many a hard-fought field, has throughout the Boer War acted up to its glorious traditions."

THE GOVERNOR'S CUP



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THE WINNING BOAT'S CREW.

The boat race for the Governors' Cup at Malta is an annual event of some interest. The crews are composed of officers of units in the command, and the boats employed are Malta-built in-rigged 40-ft. six-oared racing boats. The course is about 2,000-yds. The winners this year were the officers of the Royal Garrison Artillery, Western District, who beat the Royal Engineers, last year's winners, somewhat easily by about three lengths. Other crews were the 1st Lancashire Fusiliers, the 1st Royal West Kent, and the 3rd Royal Warwickshire Regiment. The names of the winners shown above are (from left to right and top to bottom): Capt. R. N. Lockhart (bow), Lieut. H. W. Lockhart (5), Second Lieut. F. V. Izard (4), Lieut. J. U. Hope (2), Major C. W. Richardson (cox.), Capt. W. Loring (stroke), and Lieut. W. V. Nugent (3).

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BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

TAKING AMMUNITION ON BOARD.

As we anticipated, the visit of Mr. Seddon, the Premier of New Zealand, to South Africa proved most interesting. After landing at Durban he went round the Natal battlefields, and it is likely that he carried away with him a most inspiring set of reflections on the magnitude of the tremendous struggle in which the Empire, including the Colony he himself so ably represents, has been engaged. No amount of written description can give half the idea of certain aspects of a great war that can be obtained from an examination, however brief, of an actual battlefield. In this case Mr. Seddon's inspection of the ground fought over by our troops in the earliest stages of the war was accentuated by his having met on his way up country the seventh New Zealand Contingent, which was returning home, having lost half its original strength. This contingent suffered heavily in the operations round Albertina, and we may be sure that their *rencontre* with the Premier of New Zealand, and his warm expression of the Colony's appreciation of the services which they had rendered to the Empire, went home to their hearts. Such meetings have a sentimental value which it is quite impossible to exaggerate, and this particular one, occurring as it did while Mr. Seddon was on his way to the famous Coronation ceremony, and the contingent was returning home, sadly depleted, after a worthy participation in a memorable conflict, may indeed be described as of genuine historic significance.

Canada is linked to the Mother Country by much that is of enduring value and interest, and to the long tale of such associations must now be added the fact that for many years she harboured the original of one of the most lovable characters in English fiction. The other day there died at Wandsworth Common, at the advanced age of ninety-four, Lieutenant-Colonel Froom Talfourd, late Superintendent-General of Indian Affairs in the Dominion of Canada. This officer was at one time a shipmate with Captain Marryat the novelist, and went, so far back as 1832, to Canada, where for twenty years he was in charge of Indian affairs at Ottawa. But it is not in connection with either his old shipmate, or with his Indian associations, that Colonel Talfourd retains a living place in English literature. He was, it is said, the original of Tom Traddles in Dickens's "David Copperfield," and on that account surely he deserves to be held in loving recollection. Of all Dickens's characters, there is scarcely one that for sheer goodness of heart can surpass dear old Traddles, who in some respects must be classed as the possessor of at any rate a more level-headed and practical form of benevolence than even Pickwick or Tom Pinch. It is pleasant, indeed, to think that Canada shares with us our interest in this most attractive creation of fiction, and there is little doubt that such a delightful personality left behind him in the Dominion, as in the Mother Country, some very endearing memories.

Slowly but steadily other sections of Africa besides the South are beginning to assert themselves as integral factors of the British Empire. Whether some aspects of the progress made will be attended by altogether desirable results may be a matter of some doubt. For instance, the gold boom which is said to be taking place on the Ivory Coast will certainly be attended by a full tale of victims, other than those who may come financial "croppers" during the inevitable market-rigging process with which this development is pretty sure to be accompanied. It is possible that in time to come, when the present campaigns against the malarial mosquito shall have had time to produce some lasting effect, and great masses of existing vegetation have been finally removed, even West Africa may be something better than a "white man's grave." But for many years the ghastly fevers indigenous to this coast will probably have full sway, and we may be certain that the class of community attracted by a mining boom will not be of the sort to withstand very resolutely those special temptations, indulgence in which in West Africa means sure disease, if not sudden death. Here, however, as elsewhere throughout our Empire, we may have to wade through sickness and mortality to a condition of settled prosperity, and, heavy as the price may be, there is no question that the object is worth attainment. It is no matter of painting any very enormous area of territory red, for along this coast there are other and clearly defined spheres of European influence with which there is no chance of our being able to interfere, even if we had the inclination to do so. But our British possessions in West Africa, if only they can be rendered decently habitable, are of quite sufficient breadth to afford a magnificent outlet for British energy; and it may well be that hereafter, in spite of its drawbacks of climate, our settlements on this coast will produce as bright and vigorous an example of Colonial growth and enterprise as any section of Britain beyond the seas.

Meanwhile, the Colonial Office is to be congratulated on the steady persistence and foresight which it is showing in consolidating our defensive position in West Africa generally. A short time back it was announced that the Imperial Government had decided upon the establishment of a British garrison, consisting of two companies of the West African Frontier Force, on Lake Chad, and that the command, which will be known as that of Upper Bornu, will have its headquarters near the Lake at Kuka. The province of Bornu will be divided for administrative purposes into two provinces, Upper Bornu, as noted above, and Lower Bornu, with headquarters at Gujba, which lies between Kuka and Lokoja, and about 150 miles from the Lake. Under the new military arrangements the whole of the vast area from the Niger to Lake Chad will be effectively occupied by British garrisons under white officers. At the time of writing it was not known who was to be Resident on Lake Chad, but the post had been offered to an officer who had lately done distinguished service in the remoter regions of Northern Nigeria. The post of Resident at Gujba has been given to Captain J. K. Cochrane, of the Leinster Regiment, who will have under him a company of the West African Frontier Force.

On the eve of the Coronation it is interesting to pay passing attention to minor links of Empire, of which we have a pleasant instance in the "Ladies' Empire Club," which was recently opened in the presence of Mr. and Mrs. Chamberlain. The Colonial Secretary, it is needless to say, improved the occasion very felicitously. Commenting on the object of the club, which is intended mainly for the use of Colonial ladies, and is an outcome of the Victoria League, he pointed out that the sympathy between England and her Colonies, which had always been existent, was finding some interesting new forms of expression, and that in this direction the club itself might be expected to do excellent work. No one, he said, had visited the Colonies without being struck by the singular hospitality and kindness with which visitors were received there, and it occasioned a feeling of regret, almost of humiliation, to realise that we on this side were able to do so little in return. He thought that the club could do something to supply this deficiency, especially in the case of men holding official positions, who were greatly pressed for time and opportunities, and so were themselves able to make but a poor return for kindness shown to them across the sea. There is much of sound sense in the suggestion that, through the medium of such institutions as the Ladies' Empire Club, the wives and other feminine belongings of busy men may extend a gracious hospitality to visitors from the Colonies, especially on such an occasion as that which is now occupying all our thoughts.

A link in its way as powerful as that of well-ordered hospitality is that of sport, and some of the more out-of-the-

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way instances in which this finds expression are distinctly interesting. Cricket of itself has done a great deal, quite apart from those tremendous Antipodean contests of which some of us are prone at times to become a little weary. The Parsee cricketers have an Imperial reputation of their own, and, however imposing may be a recent portrait of K. S. Ranjitsinhji, adorned in the gorgeous raiment to which he is orientally entitled, an infinitely more important person to the British Empire at large is "Ranji" the cricketer of a hundred well-fought fields. On a lower plane we find cricket being used to good Imperial purpose in New Guinea, the Bishop of which recently gave an interesting account of his formation of cricket and football teams amongst the natives of that remote region. "They don't care much for rules," remarked the Bishop, "but they play with dash and fire." Some of that "dash and fire" may come hereafter to be used to good purpose in the service of the Empire, and at any rate it is better employed in honest English games than in internecine strife and in the massacre of the unfortunate missionary.

But the best link of all is that of human sympathy which continues to be so finely displayed by the British public in aid of the sufferers by the eruptions in the West Indies. A touch of malign, as well as of kindly, nature can make, at any rate, an Empire kin; and the response made on this occasion to the Mansion House Appeal for the sufferers in St. Vincent is in worthy accord with a long series of honourable Imperial traditions.

NEW ZEALAND TO THE FRONT AGAIN.

THE name of the Right Honourable Richard J. Seddon will long be remembered by Englishmen in all parts of the Empire as that of one of her most prominent sons, who has by constant precept and example strengthened the Imperial bond which binds together our countrymen all over the earth. His popularity in New Zealand is emphasised by the universal applause which each of his hearty speeches brings forth. It is true that all his hearers have had their hearts in the right place, but the hearty spontaneity and absolute sound sense of these speeches should help to convince even their pro-Boer readers in England—perhaps the bitterest enemies the country has to face. The burden of his argument has always been the same. "The Empire is placed in a difficult position. It is our duty as part of the Empire to help in relieving it. We will give cheerfully of our best to that end." When it came to sending the Eighth Contingent the Premier said that he "wished all the world to know" that New Zealand had still 18,000 trained men ready to go to the front, besides 25,000 members of rifle clubs who only wanted the final polish to be ranked as trained men. As our brethren in the South Pacific have not been idle since the Eighth Contingent left on January 29 last, we may confidently assume that the number of trained fighting men ready and wishing for active service has since that time greatly increased.

We have seen the accounts in the Press of the reception which the Premier of New Zealand met with in South Africa. How enthusiastically he was everywhere greeted by the representatives of the old country and her Colonies wherever he went has been well recorded in all the daily papers. A reception no less earnest and cordial awaits the great statesman in this country. The right honourable gentleman will, without doubt, be one of the most popular of the many distinguished colonials specially bidden to the Coronation of Edward VII. Elaborate preparations are already being made by his fellow-colonists in London to do him due honour, and his native town in Lancashire, where he was born in 1845, is to present him with its freedom. Greater honours than this are certainly in store for this single-hearted chief of a Parliament that has been throughout loyal to its duties during troublous times.

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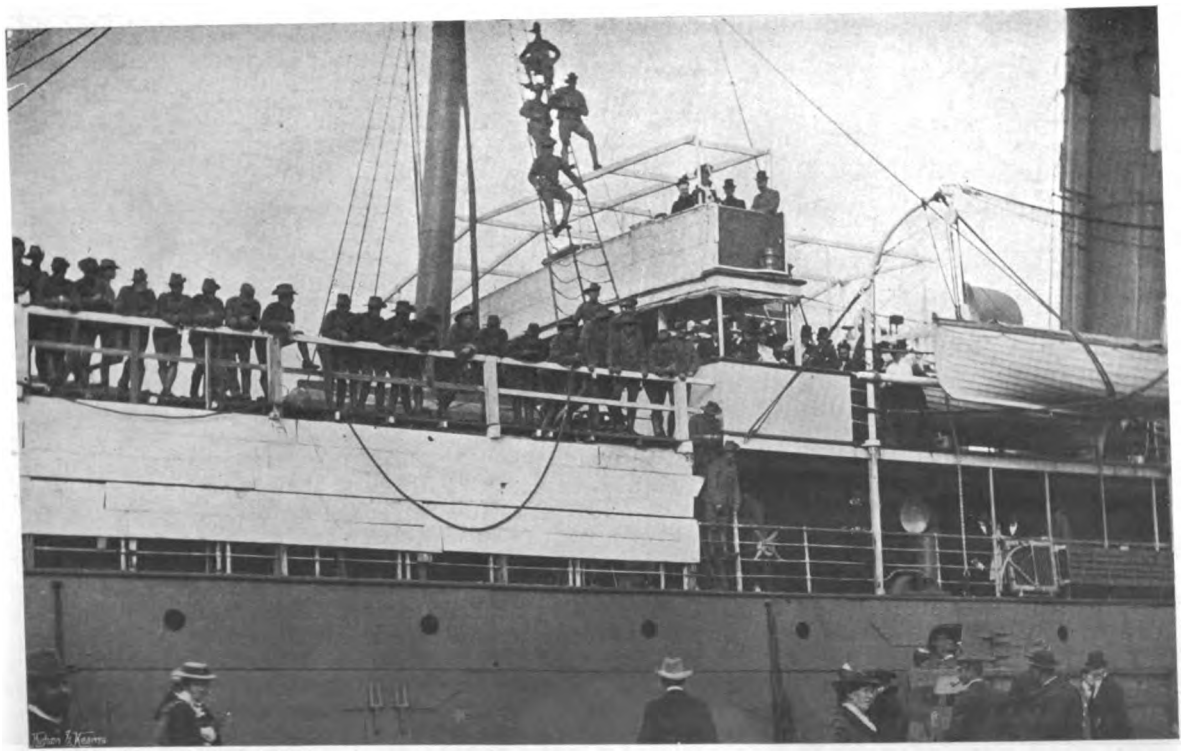
GOOD-BYE TO LYTTELTON.

The "Norfolk," which has just arrived at Durban.

Our picture of the "Drayton Grange" waiting for the Premier gives us an idea of the men forming this Tenth Contingent, who will no doubt add to the glories already won by brave New Zealand. All is quiet and orderly. There is no undue excitement. We see a group of fine, well-dressed soldiers calmly waiting to proceed on a duty which might be one of everyday routine. They look real "workmen," as their predecessors have shown themselves to be.

The exact numbers of the Tenth Contingent have not been furnished to us, but seeing that their conveyance necessitated the employment of two transports of large tonnage, it is probable that they are stronger in numbers than any of the preceding nine contingents. It will be seen in the background of the picture of the "Norfolk" that all the ships in Lyttelton Harbour are gaily dressed in their best bunting, giving the "Norfolk" and her gallant freight a true and hearty send-off.



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WAITING FOR THE PREMIER.

The "Drayton Grange" awaits its chief passenger.

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THE FRENCH ARMY OF TO-DAY.—III.

FORTRESS ARTILLERY, MARINE ARTILLERY, AND MARINE INFANTRY.

How the French Soldier Lives and Works.

BIG GUNS.

Some of the latter-day French Fortress Artillery.

IN France the men behind the big guns belong either to the Fortress or to the Marine Artillery, each of which is more or less of a picked corps, though the last-named has many difficulties to surmount where recruiting is concerned. The Fortress Artillery is composed of 16 battalions of 6 batteries apiece. The 6th Battalion, however, has 9 batteries, while there are two extra semi-colonial battalions of 2 batteries apiece in Algeria and Tunisia, thus giving a grand total of 103 batteries. The strength of a Fortress Artillery battery is 4 officers, 129 men, and 4 horses.

The distribution of the 16 regular battalions throughout France quarters one battalion at Lille, Valenciennes, Reims, Toul, Langres, Epinal, Belfort, Besançon, Lyons, Grenoble, Nice, Bayonne, St. Malo, and Rueil Mont-Valérien, and two at Verdun, which strongly fortified place is the corner-stone of the great defensive works undertaken to resist another German invasion.

The uniform of the Fortress Artillery consists of dark blue tunic, jacket, trousers, and great-coat, with scarlet collars, cuffs, and piping. The képi is dark blue, with scarlet piping, while the shako is dark blue, with scarlet braid, and has in front a copper plate of crossed guns, surmounted by a grenade. In undress the shako is adorned with a scarlet pompon, and in full dress with a drooping scarlet horse-hair plume.

The Marine Artillery is but a small force compared with the Fortress, inasmuch that it numbers only 6,356 officers and men, compared to the latter's 14,000. The Marine Artillery consists of 2 regiments, furnishing 3 field batteries and 2 mountain batteries apiece, 13 garrison battalions, and 17 small detachments, which are stationed in Tonkin, New

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MORE BIG GUNS.

Numbers of regiments of Artillery are to be found in different parts of France.

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Caledonia, Senegambia, Madagascar, Cochin China, French Guiana, and other colonies. At home the uniform is the same as the Fortress Artillery, save that the unit number is replaced by a grenade badge; but for service in the colonies various kinds of white drill and thin drab-coloured cloth are worn, while a pith sun helmet ousts the képi and shako. The Marine Artillery plays a whole number of *rôles*. In the first place, it forms the nucleus of the force garrisoning the 350 coast batteries, manœuvring on stationary platforms, though of course in a war with a sea-power it would be strongly reinforced by units drawn from the Fortress Artillery; secondly, it is charged with advising upon the construction, together with the care and preservation, of the naval ordnance proper; thirdly, it is still the force *par excellence* to which France looks for the stage-management of her colonial expeditions and "small wars."

The French system of military service in the Colonies is so widely different from ours that now, when our powerful neighbour is growing more and more deeply involved in colonial enterprise, a brief explanation of the organisation of the French colonial troops will not be out of place.

Until quite recently the Colonial Army of France comprised two corps, the Marine Artillery and Marine Infantry. This organisation, however, only dated from 1893, although the idea originated in 1872. At that period the defence of the French Colonies rested entirely with the few detachments of half-disciplined native levies, recruited within their confines, and there existed no European reserve force to undertake any expedition that might be rendered necessary, for it was stipulated that on no account must the home mobilisation scheme be disturbed by drawing upon the territorial corps for the purpose. However, as the adoption of a more up-to-date policy became a matter demanding immediate consideration, it was thought politic to nominally hand over the defence of the Colonies to the Marines, as a kind of reward or distinction for the excellent work which the latter had done during the war with Germany. But this move was only a sop to appease the Colonial Party. The Marine units were not to be quartered outside France, neither would they be able to undertake expeditions *outre-mer* without borrowing troops from the Territorial Army, the expense of which the Colonial Budget could make no provision for.

In 1884 the Minister of War and the Minister of Marine conjointly brought forward an ambitious scheme, having for its object the fusion of the Algerian troops with all colonial detachments then existing. This scheme, had it been carried out, would have given France a real Colonial Army consisting of 50,000 well-drilled, salted men; but though sanctioned by the Chamber in 1885, it was withdrawn in the spring of 1886. Meanwhile the Marine force, by reason of its liability to serve abroad in case of emergency, had been steadily declining in popularity. The conscription ballot numbers which consigned recruits to the Marines were termed "black numbers," while philanthropists cried out that no conscript ought to be compelled to serve in the Colonies against his will.

However, the *projet de loi* of July 15, 1889, dealing with the recruiting of the Army generally, touched incidentally upon the Colonial problem by regulating the recruiting and incorporation of the native Colonial contingents, and this little detail, insignificant as it then seemed, was destined to become the progenitor of the drastic regulations authorised in July, 1893. The latter entirely handed over the defence of the Colonies to the Marine forces, who were thus metamorphosed into Colonial troops, receiving at the same time the addition of two new battalions of the Foreign Legion, together with some detachments of Artillery, Cavalry, Engineers, and Artificers, lent from the regular Army. The Algerian Army, however, was to remain separate. Lastly, in April, 1900, a Bill was passed transferring the Infantry of Marine from the control of the Marine Department to that of the Minister of War, which transfer, however, did not imply fusion, for the Colonial Army would still have full autonomy. This arrangement will, it is hoped, permit in course of time of the French Colonies being defended as are ours by troops, natives and otherwise, recruited in the Colonies themselves. The Artillery of Marine, however, still remains the backbone of the Colonial Army, inasmuch that the force furnishes the field and mountain batteries for Colonial expeditions, and in the more remote Colonies even is entrusted with the construction of fortifications and military works. The batteries and detachments stationed abroad are divided, for purposes of relief, into two distinct groups; but each unit preserves its own independence in the Colony to which it is attached.

Officers of the Fortress and Marine Artillery undergo the

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THE MARINE ARTILLERY.

Detachments of Marine Artillery are to be sent all over the world.

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ONE OF THE DETACHMENTS.

A battery of Marine Artillery in Madagascar.

same course of instruction as those of the Field Artillery. At sixteen years of age candidates go up for the competitive examination which admits them to the Ecole Polytechnique, which school, though under military *régime*, also trains engineers for the Navy and for the State Service. If successful they stay two years at the Ecole Polytechnique, at the termination of which period they are sent to the Ecole d'application at Fontainebleau, receiving, at the same time, the rank of sous-lieutenant. Two more years are spent at Fontainebleau, which is the Woolwich of the French Army, and on passing out the students are nominated lieutenants and gazetted to units. There exists a similar academy at Versailles for non-commissioned officers of the Artillery and Engineers who are considered fit for promotion to the rank of sous-lieutenant. Very great care is exercised in the selection of what are considered suitable men. The course at Versailles lasts for a year, and embraces every branch of theoretical and practical instruction.

It would be impossible for us to furnish any detailed account of the heavy cannon manned by the Fortress and Marine Artillery. At present the coast and inland fortress armament comprises both old and new guns of 95-mm., 120-mm., and 155-mm. calibre, together with rifled howitzers of 150-mm., 220-mm., and 270-mm. calibre. The intention though is to arm all such batteries with perfected guns of a surprising rapidity and precision.

The Infantry of Marine—"Marsouins," as they are termed—consists of thirteen regiments, of which eight, giving a total of thirty-two battalions, are quartered in the French ports, while there are four battalions with the Paris garrison. The remaining regiments are quartered in the Colonies. The Marine Infantry uniform is dark blue, with yellow epaulets, and in colonial kit an anchor is the distinctive badge. The strength of this fine force is in round numbers 44,000 officers and men, and it is now armed and equipped like the Infantry of the Line.

Photos. Copyright. *Nillson.*

"LES MARSOUINS."

The 8th Regiment of Infantry of Marine at Toulon.

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BRITISH NAVAL POWER

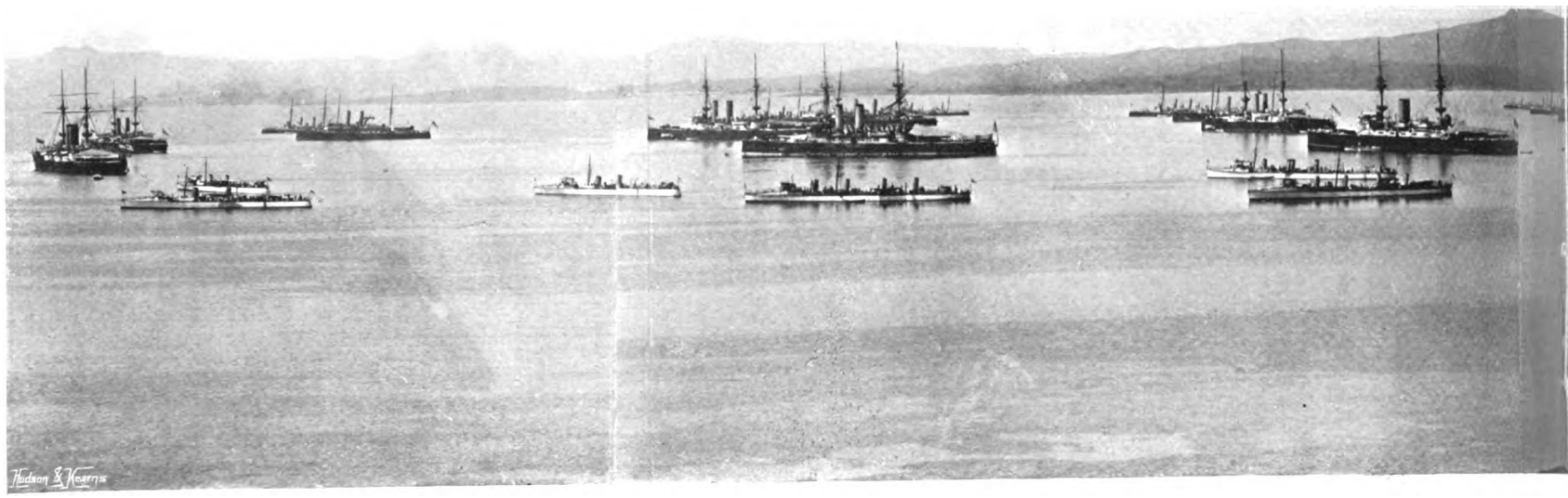
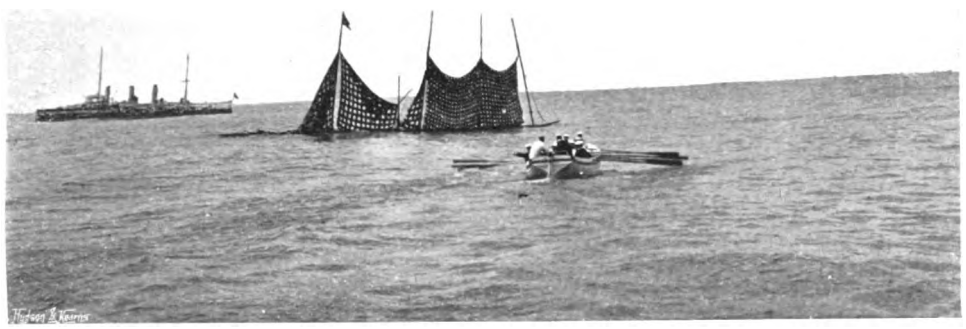


Photo. Copyright.

THE SQUADRON UNDER THE COMMAND

HERE, there, and everywhere within the space known in the Service as "up the Straits," is the work of the most powerful and efficient of Britain's squadrons carried out. The glorious White Ensign must be ubiquitous, and it must extend its training over a wide area. Torpedoes, for example, have to be run. It is on record that they have been run in the Comino Channel, Malta, with disastrous results, but the usual place nowadays is Platæa. On the other hand, a favourite spot, especially for firing exercises, is Aranci Bay. Our pictures depict some of the scenes in a recent cruise in which this port, so favoured by nature, was the anchorage; and they are all the more interesting, inasmuch as the cruise in question was the last which the squadron will make under the command of its present able, energetic, and popular Commander-in-Chief, Sir John Fisher. He comes home to take the post of Second Sea Lord at Whitehall, and he will have the satisfaction of handing over to his very capable successor the squadron which he has commanded in as efficient a condition as even a British squadron can well be.

Aranci Bay is a spot which, were it not for breaking one of the Commandments, which are presumably as binding upon nations as upon individuals, this country might well covet as a Naval base. It lies in the extreme north-east of Sardinia, and is a large and almost land-locked harbour, whose size may be judged by the fact that something like fifty British pennants have been flying in it at one time. Busy, of course, was the scene during that period, with officers and men going ashore, boats moving in all directions, and sometimes a ship getting under way, but as a rule the place is intensely quiet. Nevertheless it amuses itself with the idea that it possesses some importance. Does it not possess a landing pier? One of our pictures shows this imposing structure. Has it not also a railway station and half-a-dozen houses, and is it not the seat of a lime-burning industry, as evidenced by the existence of a kiln? Its real importance, however, apart from the accommodation afforded by its magnificent harbour, which some day will be either a Naval port or a



SMASHED EARLY IN THE FIGHT.

The "Hood's" target after eleven hits.

Photos. Copyright. *"Navy & Army."*

JACK ON THE SANDS.

The way in which targets are built and repaired.

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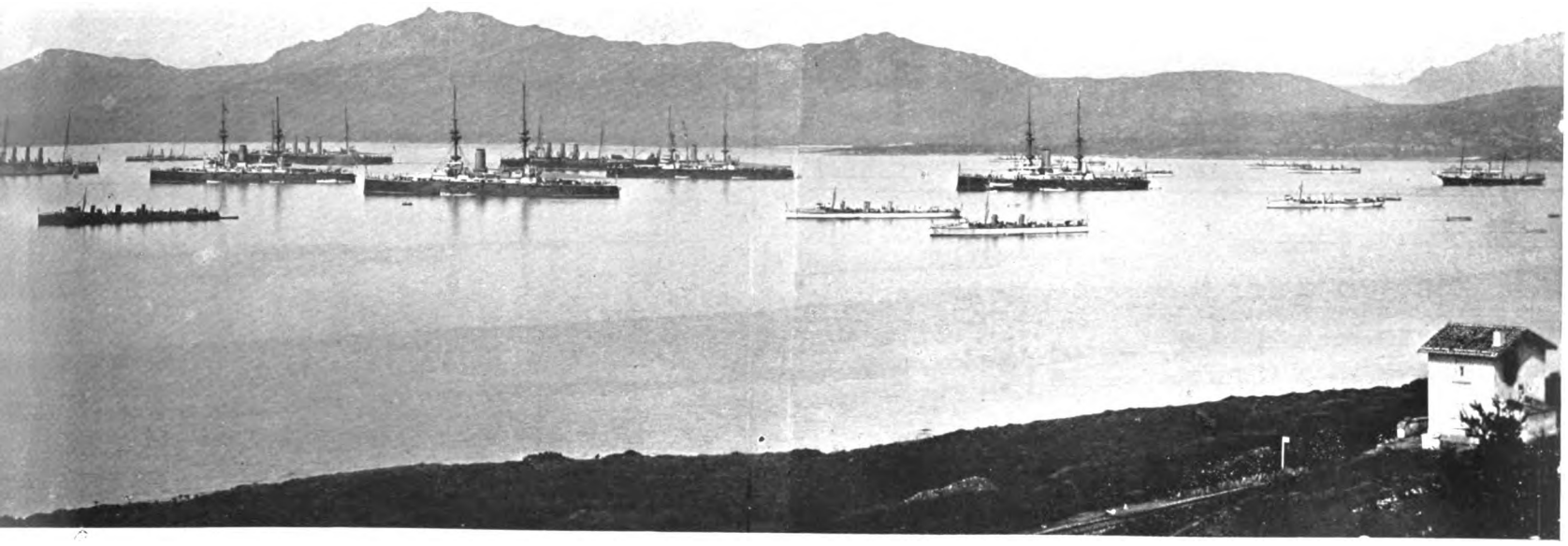
IN MEDITERRANEAN WATERS.



OF SIR JOHN FISHER IN ARANCI BAY.

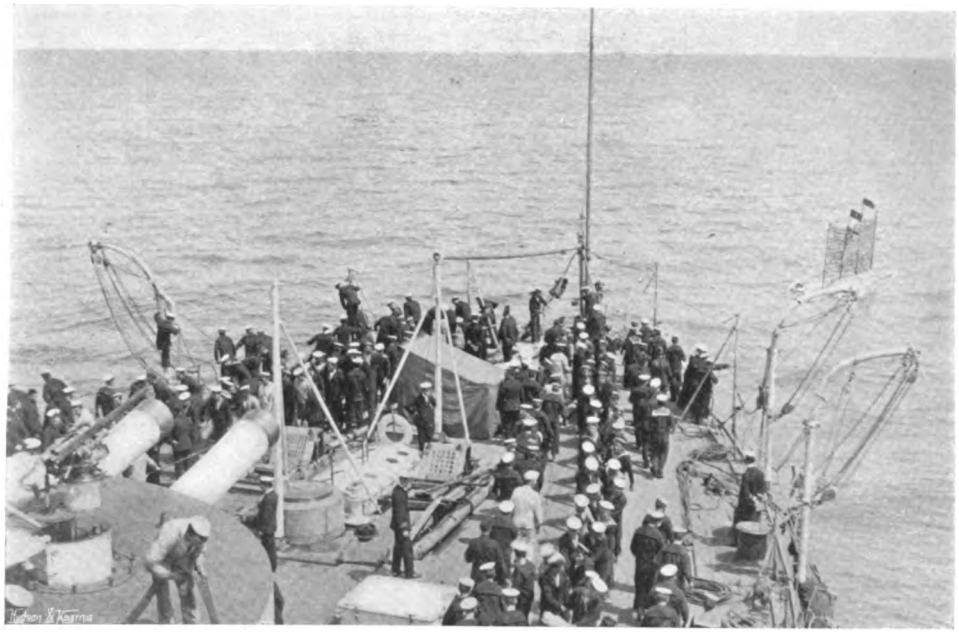
Ellis.

great commercial emporium, or both, lies in the double fact that it is the northern terminus of a railway which runs the whole length of the island, and that on alternate days steamers make the journey between Aranci and Cività Vecchia, from which Rome, with its inestimable wealth of interest, can be reached in an hour. By and bye the development will come—it is inevitable; but for the present Aranci nestles snugly, hid amid her juniper-clad hills, and little responsive to external influences, save when the advent of the British squadron imparts life to the surroundings.

Ordinarily, however, when the Mediterranean Squadron reaches Aranci in the course of its cruise, there is a good deal to be done. Advantage is generally taken of the situation of the port to carry out firing exercises; indeed, this is one of the objects which are ordinarily specially in view when it is decided to visit the place. Four of our pictures, if examined together, will give a very good idea of the work to our numerous non-Naval readers. In one case we see Jack ashore on the sands busily occupied in building targets and repairing the damage done to those which have been already exposed to fire. Some of the targets are 100-ft. long and carry six masts, the intervening space being filled, up to a certain height, with what may be best described as canvas webbing, the whole being painted red. During the recent visit to Aranci a long-range gunnery trophy, presented by Admiral Sir John Fisher, was competed for, and some of the shooting was exceedingly good. Another of our pictures shows a target at which the "Hood" fired forty rounds from her heavy guns at ranges varying between 4,200-yds. and 3,600-yds. The ship was steaming at ten knots and the weather was misty, but the target was struck eleven times. This was good practice, but even then the "Hood" had bad luck, for early in the firing two of the masts of the target were shot away, and several of the subsequent projectiles found their way through the gaps thus created, and, of course, did not score, though their effect upon the side of a hostile ship would have been considerable. In this case the target was stationary, but there is another

A LITTLE PIER FOR A LARGE HARBOUR.

The landing-place at Aranci.



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ALAS, FOR THE TOWING TARGET.

The fragments being hauled in by the "Hood."

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A TWILIGHT SCENE IN SARDINIA.

The "Repulse" in the harbour at Aranci.

A NEW PATTERN OF TOWING TARGET.

The "Irresistible's" "Guns" thinks he knows something.

Photos. Copyright. *"Navy & Army."*

THERE IS SOME FUN ASHORE.

The competitors in the officers' "paper chase."

form of firing practice in which both the ship and the target are in motion. This is where a towing target is employed. In this practice the ships, each towing a target, at a convenient distance astern, steam along the sides of a rectangle, each ship firing at the targets of the ships on the opposite sides of the rectangle as they pass one another. One of our illustrations shows the wreck of a towing target being hauled on board from the quarter-deck of the "Hood" after being fired at. Naturally, experiments in the construction of targets are frequently tried, especially as gunnery lieutenants have a knack of having opinions of their own and liking to give effect to them. Thus in one of our pictures we see in process of construction a new pattern target which was tried on board the "Irresistible." It was 42-ft. long, and had four masts, 10-ft. apart and spreading netting 10-ft. high. No definite account of the manner in which this target answered its purpose has reached us, but enough has been said to show that the time is past when gunnery was treated lightly, and that this most important function in the work of the Navy is now estimated at its proper value. The particulars which we have given are, of course, thoroughly familiar to the Services, but they have been recorded here for the benefit of our civilian readers.

It must not be imagined, however, that gun-practice is the only thing which takes place at Aranci. The usual quarterly drills are carried out, such as torpedo firing, man and arm boats, and so on, and there is a good deal of boat sailing and rowing. There is a good deal of healthy emulation in the squadron in regard both to rowing and sailing, and when the circumstances are favourable hardly a day passes without a competition of some sort. Sometimes it is a contest for a trophy; at other times it takes the form of a private struggle between two ships, on which the members of the crews of the competing vessels do not hesitate to stake their own money. Of course this means a good deal of preparation and training. During the recent visit of the squadron to Aranci an exciting race was sailed for a challenge cup given by Sir Baldwin Walker. This was won by the "Naiad's" 25-ft. cutter, while a boat of similar type belonging to the "Canopus" carried off the first prize in a sailing race in which all the boats of the fleet except skiffs and dinghies took part, and in which the prizes—given in money—were presented by the admirals of the squadron and other officers. The spirit of rivalry thus created is in every way commendable, and serves to promote the efficiency of the squadron as a whole, and of each individual ship in particular.

Without attempting to decide whether races under sail or oars partake mostly of the character of sport or drill—personally we incline to the former—the visit of a British squadron to a place like Aranci leads naturally to the practice of sport of various kinds. British seamen, indeed—whether officers or men—must change wonderfully before this will cease to be the case, for there is no more ardent sportsman in the world than the man who wears a blue frock or a blue coat with its bit of gold lace. Cricket, of course, is played—as it has been played before now within range of the guns of an enemy; golf has its votaries; and one of our illustrations proves that the fleet of foot are not neglected, and that the old and popular form of running known as a "paper chase" boasts numerous votaries on the Mediterranean station. There is very decent trout fishing to be obtained at Aranci by those who do not mind going a little way afield for it. The plan is to take the train to Terranova—a station about twelve miles distant—and a little further on there is very fair fishing to be obtained. And freshly caught trout are no unwelcome addition to a mess bill of fare.

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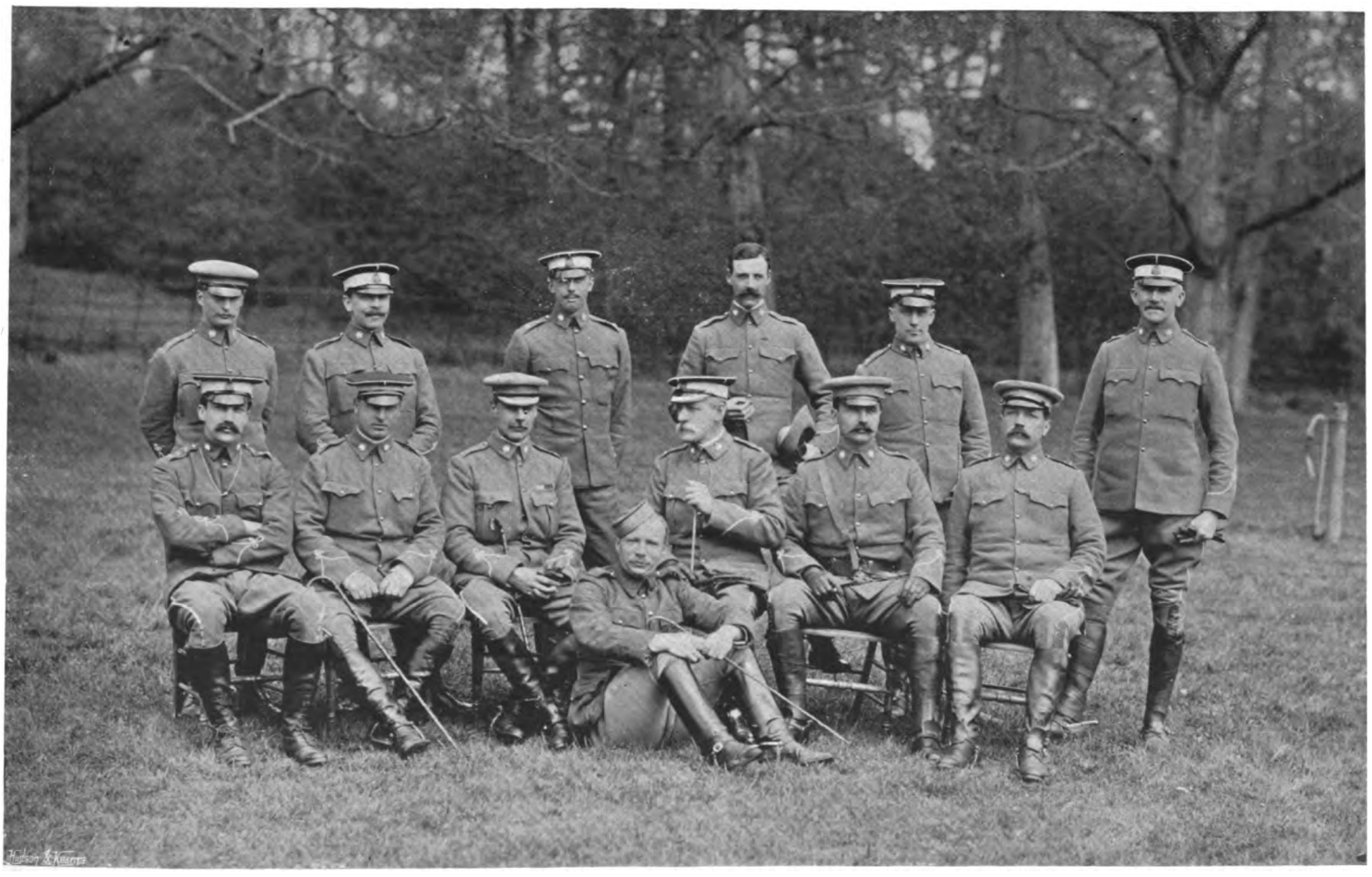
THE 4TH ROYAL WARWICKSHIRE REGIMENT.

Photo. Copyright. *Robinson & Son*

OFFICERS OF THE BATTALION.

Reading from left to right the names are—Back row: Second Lieut. Schooling, Second Lieut. Tomes, Second Lieut. Scale, Capt. Toogood, Capt. Hart, Second Lieut. Kirby, Lieut. Brooke-Hitching, and Second Lieut. Halliday. Second row: Capt. and Quartermaster Dixon, Capt. Leader, Lieut.-Col. Irwin, Capt. and Adjt. Creagh-Osborne, and Capt. Taylour. Front row: Second Lieut. Farish, Lieut. Hobson, and Second Lieut. Beatty.

THE BEDFORDSHIRE IMPERIAL YEOMANRY.



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OFFICERS OF THE BATTALION.

Reading from left to right the names are—Back row: Capt. H. W. Montgomery, Surg.-Lieut. H. Skelding, Lieut. S. J. Green, Lieut. C. Wilkinson, Lieut. T. Bassett, and Vet.-Lieut. W. Hill. Second row: Capt. Hon. Sydney Peel, Capt. G. Evans, Maj. Lord Alwyne Compton, D.S.O., Lieut.-Col. F. Shuttleworth, Capt. Hon. W. Peel, and Capt. C. P. Hall. Front row: Capt. C. L. Graham (Adjutant).

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THE 11th PROVISIONAL BATTALION.

DRAFT OF THE GORDON HIGHLANDERS, WEST YORKS AND YORKSHIRE REGIMENTS.

Quite one-third have seen service in South Africa during the war.

Photos. Copyright. *F. Wright.*

LIEUT.-COL. M. J. E. FENWICK, CAPT. C. D. WILLIAMS, AND N.C.O.'S.

Nearly all are war-worn veterans.

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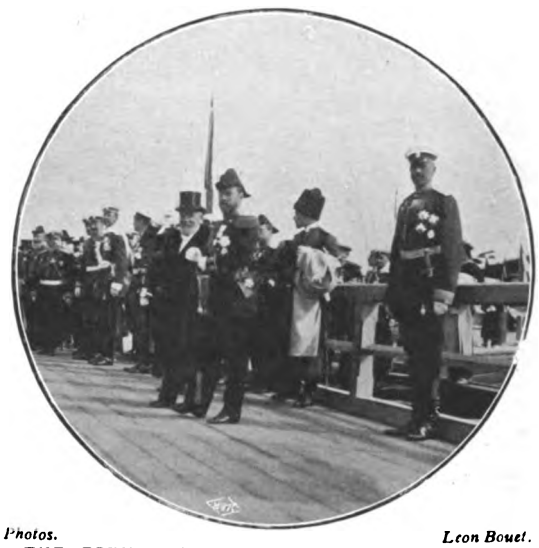
THE ESCORT IN THE HARBOUR AT CRONSTADT.



Photos. Léon Bouet.
THE FRENCH PRESIDENT AND THE EMPEROR OF RUSSIA AT PETERHOF.

ROUND THE WORLD.

Per Mare, Per Terram.

By UBIQUE.

RECENT intelligence that the Imperial authorities intend to establish a British garrison on Lake Chad caused some surprise to those who have not watched the somewhat active development of French policy in that region. Bornu is possibly a more desirable possession than the French territories to the north and east of the Lake, but that was no good reason for following up the defeat of Rabah by an expedition into the British sphere, where Rabah's son, Fad'el Allah, had taken refuge. The latter chieftain was slain, and his following were scattered, and it has been rumoured that Colonel Destenave, the French commandant in that region, appointed a pliant emir as Sultan of Bornu. Colonel Morland's expedition, composed largely of men of the Northern Nigeria Regiment, to Banchi and Gujba, of which intelligence is anxiously awaited, is intended to ascertain how far the French movement has gone, and to counteract the influence that is being developed there. The purposes of the French Government are not known, but statesmen are often influenced or compelled by the action of local officials. No apprehension should, however, be entertained as to the French operations in that part of Africa. The French possessions are already a burden, and have never been effectually occupied, while the danger impending from Senoussi fanaticism is engrossing all the attention of the Colonial authorities. There might, indeed, be some danger if the French had the Senoussi chief on their side, and doubtless Colonel Morland is directed to note any indications of the possibility of such a state of things arising. Our more immediate danger is of straining too far the resources of Northern Nigeria in tried men, and it would be a serious error to encounter native hostility with insufficient forces at our disposal.

HAPPILY we are a long way from the days of Fashoda, and the compassion expressed in this country for the Martinique victims, and the response it has aroused, may be regarded as proof of the mutual esteem and real sympathy existing between the governing classes in France and England. The recent annual meeting of the "Entente Cordiale" should serve to remind us that the useful mission of the constant intermediaries between the two countries is to create and maintain harmony in their relations, for they have common interests in many parts of the world. In organising the forthcoming bazaar at the French Embassy, Albert Gate House, many distinguished English ladies are taking part, and their endeavours should do much for the French charities of the metropolis, to which the proceeds of the bazaar are to be devoted. This is but one indication that the kindliest sympathies exist between the two countries. In the earlier days of Queen Victoria's reign the French Embassy as a social centre was the source from which much good international feeling emanated, and there is reason to believe that this old and useful function of the Legation will be resumed. The Minister's official residence, already one of the finest of London houses, has been enlarged by the addition of a splendid *salle des fetes* and a magnificent dining-room, both just approaching completion, which may again be taken as an indication of the amicable relations which prevail. Certainly the attitude of our neighbours will always find a cordial response on our side, for an *entente cordiale* is the true interest of both countries.

THE Ministry of M. Waldeck-Rousseau had finished its work, and was a little *fatigué*. Some of its members were wishful, like the Chief of the Cabinet himself, to disburden themselves of the cares of State. Others were discredited, and no longer had the approval of their colleagues or the confidence of the public departments whose interests they represented. M. Decrais' administration of the Colonies has not been a brilliant success, and has aroused distrust, while he is overworked and unable to go on. General André, Minister of War, has been the subject of bitter attacks, and the legacy of the Dreyfus case has oppressed him. His intentions have been good, but bitter hostility was aroused by his suppression of the promotion boards—a measure which centred authority to a greater extent in his own hands; and it was freely stated that the Government intended to find snug billets for its friends. M. de Lanessan, Minister of Marine, developed a perfect rage for innovations. He, too, made some attempt to increase his power, and, by depriving the Chief of the Staff of a large and important part of his functions, caused great dissatisfaction in the Naval Service. Positive exasperation resulted from his resolution to do away with some special religious services on board the ships, and to deprive the ordinary services of some of the honours that had attended them. Again, his measures in favour of the dockyard artisans had a strong Socialistic cast, which contributed to discredit him. Evidently the time had come when M. Loubet needed new advisers, or advice under a fresh impulse.

EMINENTLY important questions appear to be coming forward for settlement in South America, and it would almost seem as if the Fates were impelling Argentina and Chili to a clash of arms. The dispute between them is no less than a claim for dominance on the South American continent. The ambition of the growing Argentine Republic to assume the first place, and its aspirations to exercise ultimately a kind of hegemony among the States, has been evident to observers, and natural impulses are urging onward to the conflict. The boundary question is in a way for settlement, but the Government of President Roca aspires to undermine Chilian influence in the counsels of Bolivia and Peru. In that direction lies the danger, for the Chilians will by no means tolerate the interference of Argentina on the Pacific slope. That President Roca regards a conflict as inevitable seems clear. He is imposing burdens upon the people, which they seem not unwilling to bear, in order that the national armament may give unquestionable superiority. Some war-ships have been bought, two cruisers are completing in Italy, and two battle-ships are just beginning in England, and the Argentine military forces are being put upon a sound footing also. A special military commission has been for some time in France investigating modern war material, and rearmament has been practically decided upon. Time will, of course, be required to complete these preparations, but a strong current of opinion in Chili suggests that it would be well to precipitate hostilities, and to endeavour to snatch a success which might lead to permanent dominance on the South American continent. Otherwise Chili might be shorn of the provinces taken from Peru and Bolivia, and Argentina might secure a permanent footing on the Pacific. A vast amount of European capital is at stake, and perhaps salutary admonitions from the Powers may curb Argentine ambitions, and

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thus remove the danger. Here, however, the risk of arousing the susceptibilities of the United States comes in, but even the Monroe Doctrine should not prevent every effort being exerted to avert a catastrophe.

THE mystery that has surrounded the fate of the Archduke Johann of Austria, nephew of the Emperor Francis Joseph, will form a remarkable chapter in the dramatic annals of the House of Hapsburg. For reasons that were never perfectly known the Archduke decided to lay down all his dignities. Romantic stories of love and disappointment have been related by some. Others have ascribed to the Archduke a spirit of asceticism, or of weariness of ceremony —a desire to escape from the trammels of Royalty and the fetters of the Court. However that may have been, he disappeared from the circles that had known him, and then were heard stories of a mysterious merchant skipper named Johann Orth, who was believed to be the missing Prince. Doubt grew almost into certainty, and when, twelve years ago, the "Santa Margarita," which Johann Orth commanded, was lost in the Straits of Magellan, expectation of the Archduke's return was almost abandoned. Now, all doubt seems to have been removed. A Dutch engineer in the United States, Captain Wychgel, relates how, when he was engaged in supplying sand or ballast to ships at Ensenada, he became acquainted with Captain Orth, and enjoyed in some degree his friendship. He found the skipper's cabins in the "Santa Margarita," before her last cruise, beautifully fitted and having an air of distinction. He noticed, in particular, a life-size portrait, and Johann Orth said of it, "This is my uncle, the Emperor of Austria," giving at the same time the military salute. The story may, of course, be a fabrication, but to most people it will seem to confirm the fate of the Archduke Johann.

ON A LONELY ISLE.

BY the time they come home again the travels of No. 84 Company Royal Garrison Artillery will have been tolerably extensive. They are now at St. Lucia, just south of Martinique and north of St. Vincent, and are no doubt assisting as far as lies in their power in the relief work going on in aid of the sufferers by the late terrible disaster in these ill-fated islands. Not long ago they were facing the Boers in South Africa, and it is but a month or two since that they formed part of the garrison of the lonely island of St. Helena, itself part of an old volcano.

PRESENT ARMS!

Saluting His Excellency the Governor.

A new importance has been given to St. Helena by the establishment there of a depôt for Boer prisoners during the present war. We have published many pictures of the incidents attending the watching of our prisoners. This duty rather adds to than decreases the monotony of life in this little speck in the ocean, with its perpendicular cliffs on all sides. The occasional attempts at escape, sometimes successful, have been the only breaks in the day's routine after the excitement due to the landing and housing of the prisoners had subsided. A new and more pleasant wakening will be given to the sleepiness of the island when the happy day comes on which the order for the release of the prisoners arrives. We can imagine that the watchers will be no less joyful than the watched, and that the good-fellowship already existing between captor and captive will be intensified when our quondam foes again become our friends.

Our illustrations show the arrival of His Excellency the Governor at Ladder Hill Barracks, and his reception by No. 84 Company with a general salute. On the left of His Excellency, as we look at the picture, is the officer commanding the troops at St. Helena. The occasion is the presentation of South African medals to the Company. The group was taken immediately after the presentation, the four ladies included having honoured the ceremony as spectators.

The halcyon days of St. Helena passed away with the opening of the Suez Canal. The importance of the island as a coaling station, however, still remains, and it is always sufficiently fortified and garrisoned to guard against any probable sudden attack. Its precipitous sides, already mentioned, render any surprise landing extremely improbable. The Governor is assisted by an Executive Council of five. We should imagine that the making of laws and regulations cannot occupy many hours daily, as the control of such a small community must be a simple matter. It is impossible to say, however, when this lonely isle may again rise to importance.

Of course, the main interest in the island lies in the fact that it was for six years the prison of the greatest soldier in history, who died here in 1821 at the farmhouse of Longwood, three miles inland from Jamestown, the capital, which boasts a population smaller than many a rural village in England. Many an Englishman has ruminated over the vanity of human wishes and the end of human greatness as he has watched the quiet spot where the great prisoner dwelt apart. The grave where the ruler of Europe was first laid was, until recent years, guarded by one of his own old soldiers.

What a difference between the quiet funeral at far-off St. Helena and the pride and pomp with which the honoured remains were brought to Paris and laid in their final resting-place at the Invalides! All Europe did honour to the dead man whom in life they had feared and loathed. In the early years of the nineteenth century the name of Napoleon was that of a bugbear to frighten children with, as Cromwell's name is in Ireland to this day. By the irony of fate his grand-nephew and, but for the war of 1870-71 his heir, died gallantly in the service of England, well loved and respected by all Englishmen, and especially by his brother officers of the Royal Regiment of Artillery.

Photos. Copyright. "Navy & Army."

THE GOVERNOR AND HIS FRIENDS.

Reading from left to right, looking at the picture, the names are: Lord Guernsey, A.D.C., Lieut Lurmour, Mrs. Thompson, Mrs. Sterndale, Capt. Jacob, Commanding No. 84 Company, R.G.A., H.E. the Governor, Col. Price, Mrs. Jacob, Mrs. Harding, and Capt. Harding.

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OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

ON FRONTIER DUTY.

MADRAS CAVALRY.

SOME very interesting details have been published concerning the manner in which the Indian Princes and noblemen who are attending the Coronation have made their preparations in view of this event. In the case of one Native chief the preparations in question have been of the most elaborate description, involving the chartering of a special steamer, which has been fitted out with extraordinary care, in order that the religious and caste prejudices of the Prince and his suite may be scrupulously observed. Great satisfaction has been given in India to the Hindu community by these precautions. It is quite a mistake to suppose that among the Natives there has been any real diminution in the intensity of feeling in such matters by reason of the English occupation, although, of course, here and there observances have grown less strict, just as they have among the Jews. Many Indian Princes and nobles, too, have become very largely Europeanised, and men like the Maharajah of Kuch Behar, and Sir Pertab Singh, the Maharajah of Idar, would probably not dream of chartering a special steamer, or of otherwise making special arrangements for the practice of time-honoured religious rites while on the voyage between India and England. The two nobles named will perhaps be the most familiar Indian figures at the Coronation ceremony. Of Sir Pertab Singh I have written previously in these notes, and it is pleasant to think that the Coronation will call to the side of his Sovereign such a loyal and gallant specimen of Indian chivalry. The Maharajah of Kuch Behar is very well known in society, but is neither by origin nor by his achievements such an interesting personage as Sir Pertab Singh. He is a very wealthy man, being the owner of the greater part of Darjeeling, the well-known hill station for Calcutta, and has always held very free intercourse with Europeans, especially in the matter of sport.

In India the Simla season is now in full swing, and when Simla is at its gayest the gaiety is very pronounced indeed. It is a pretty healthy sort of gaiety, too, with the exception, perhaps, of an occasional bout of high play at a centre which shall be nameless, and the prevalence of flirtations now and then of a rather fast and furious description. In my time the change was only just taking place, from Peterhof, as the Viceroy's residence at Simla used to be called, to Viceregal Lodge, and I daresay the latter has greatly changed during the past eighteen or nineteen years. But I imagine the principal functions will have retained most of their old character, especially the big Viceregal balls, dinners, and levées, which are very unlikely to have changed at all.

The big balls at Simla are very remarkable functions, and, indeed, I should imagine that very seldom elsewhere is such a marvellous variety of dress, and of colour generally, to be found. The mixture of uniforms is sometimes quite bewildering. Here we have not only most of the full-dress uniforms of the British Army, for even the Guards are generally represented on the Viceregal staff as "extra A.D.C.'s," who are not compelled to wear the regulated uniform of scarlet with gold lace oak leaves. Highlanders jostle with the resplendent officers of the Native Cavalry, and among them move a few favoured rajahs in robes which sometimes baffle description. Of course this is only at the full-dress balls, and at some of the evening parties a less ornate dress is permitted. I remember on one occasion I made an irritating mistake with reference to one of these parties, and, thinking that the occasion was one on which evening dress would be permitted, I turned up in black instead of in the mess dress which I ought to have worn. I hardly ever felt more uncomfortable in my life, and very quickly sought an opportunity of withdrawing. A couple of days afterwards I received a note from the Viceroy's acting Military Secretary, who happened to be a personal friend of mine, but who found himself compelled by regulation to enquire formally if I had been guilty of the heinous offence of turning up improperly dressed at a Viceregal function. I showed the note to a caustic friend of mine, and pointed out that the Military Secretary had, by an amazing slip of the pen, begun his letter, "My dear Wheeler, *Where* you at the Viceroy's ball the other night, etc.?" My friend at once suggested that I should write back "Yes, I *where!*" I did not, however, but preferred to make the proper apologies, and to explain that immediately I realised the enormity of my offence I withdrew into the obscurity of the outside world.

The recent death of General Sir John Irvine Murray, K.C.B., removes a very distinguished name from the Indian Army List. It is not given to everyone to raise an important regiment, as this officer did during the Indian Mutiny; and we may be sure that his decease will be very deeply deplored in the 14th Bengal Lancers, which is the latter-day representative of the well-known corps of "Murray's Jat Horse." General Murray's record has been given at length in various obituary notices, but it would be impossible in anything less than a volume to do full justice to the singular experiences which such a veteran must have undergone. In the final operations in Nepal General Murray commanded a column, and the fact reminds me of an interesting yarn which was told me a good many years ago by another fine fighting soldier, the late Sir Charles Macgregor. As I do not wish my life to be embittered by wild charges of unscrupulous plagiarism, I may as well confess that in 1886 I used this story in a contribution to *Chambers's Journal*, but, as I daresay some of those who read these notes were then of tender years, I may, perhaps, be permitted to repeat the story here.

Macgregor was at the time of the Mutiny but a junior subaltern, but in 1858-59 was detached with a small force to examine a part of the Nepal frontier, with a view to capturing certain prominent mutineers, who were badly "wanted." Among the latter was the Subadar that opened the guns on the Europeans who, trusting to a safe conduct from Nana Sahib, surrendered at Cawnpore, and, to the number of 450, embarked in boats on the Ganges. You can imagine the eagerness with which search was made for this scoundrel, and the satisfaction felt by young Macgregor when, one evening, he received reliable news that the Subadar had taken refuge in a village in Nepal just across the frontier. Without weighing the consequences, Macgregor marched his little force through the night, and by dawn he had drawn a cordon round the village. He then sent in a messenger to the head man of the village, stating that he knew the Subadar was hidden there, and that, unless the man was surrendered by a certain hour in the afternoon, he would burn the village to the ground. The head man protested that the Subadar had never been near the place, but Macgregor put faith in his information.

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and waited to see if his threat would have the desired effect. The hours wore on, and still the village made no sign of giving up the fugitive Subadar. The time appointed arrived, and Macgregor sent in word that he was about to fulfil his grim promise. The villagers trooped out and were carefully examined, and then Macgregor ordered the place to be burnt forthwith. Of course, it was soon over, the average native village not requiring very expert incendiarism to gut it completely in a very short time. When the flames had done their work and no sign of the Subadar was apparent, it began to dawn upon Macgregor that he had been guilty of a rather doubtful proceeding, and he, with a heavy heart, proceeded to give the order to march. Just as he was falling-in his men, one of his troopers, passing a heap of refuse, thrust his lance into it, and to his amazement out jumped a native, whom a very short examination proved to be the Subadar himself. Macgregor lost no time in taking proceedings which terminated the wretched Subadar's existence in a manner which, if not befitting his infamous crime, was at any rate sufficiently conclusive.

I recollect Macgregor's adding that the next day, as a sort of after-thought, it occurred to him that it might be as well to make his peace with the Nepalese authorities. Hearing that the Commander-in-Chief of the Nepalese Army was in camp at some little distance, Macgregor rode over to see him and explain the circumstances. If I remember rightly the Gurkha Commander-in-Chief was General Deem Shum Sheer, who died a few years ago, and was a very staunch and loyal assistant to our old friend Jung Bahadur. He received Macgregor most affably, and when the latter remarked regretfully that he had rather impatiently burnt down a Nepalese village, assured him that it was a matter of the very slightest consequence, and that, if it would give him the slightest gratification, he was quite at liberty to burn down two or three more!

Very valuable aid was lent us by the Nepalese in the later stages of the Mutiny. Considering the trouble which the Gurkhas gave us in 1814-15, it is just as well that they were friendly to us in 1857-59; and it is a pleasant sequel to the former memorable operations that the Nepal Valley should have not only furnished us in after times with some of the finest of our Native regiments, but have given us such valuable assistance at a critical period in the history of British rule in India.

RECREATION AFTER WORK.

THE Chinese crisis having been temporarily patched up, the importance of events recently occurring there seems to have slipped from the mind of the British public, mainly owing to its anxiety about South African affairs. The hard fighting in which Jack has distinguished himself, as he always does when he gets the opportunity, has not even been rewarded by a clasp. It may still be hoped that the agitation now going on in the Press may lead to the bestowal of at least one well-earned clasp—that for Tientsin, where British valour, as represented by His Majesty's Royal Navy and Indian Army, was conspicuous.

Our pictures do not, however, deal with the serious side of things in China, but with the lighter and pleasanter episodes which follow the grim business of war. Both represent jollifications after the serious stress of work, and both the "shee-vos" took place not far from the Yang-tse-kiang River, albeit the scenes are, by water, more than 1,000 miles apart. The picnic party shows a group of all ranks of the "Arethusa" on the road to visit the Tombs of the Ming Kings near Nanking. The approach to these ancient tombs consists of a curious road, familiar to most Chinese travellers, flanked at short intervals by pairs of huge statues of horses and camels alternately standing and sitting. The midshipmen have selected the camel's humps and head as a suitable position from which to hand their counterfeit presentments down to immortality, whilst Jack and Joe prefer to pose as horsemen. It is well known that Jack has a strong predilection for equestrian exercise, and that wherever horse or donkey can be hired at a reasonable figure, his first care on going ashore is to provide himself with a mount. The whole party in the picture show a sense of the ease and jollity essential to the enjoyment of a "day out" after many months of incessant hard work. No doubt arriving at the tombs they will be duly impressed with the necessary solemnity of the occasion, when contemplating the mausoleum of the Kings who ruled China for three hundred years before the Manchus came into power in A.D. 1643. Nanking used to be very familiar in the mouths of the older generation of us in the days of the Taiping Rebellion, when the southern capital was the headquarters of the rebels. Many an English home to-day contains relics of the famous Summer Palace and sketches of the remarkable sepulchral statues on the road to the tombs, one of which is shown in the picture of the merry picnic party of the "saucy 'Arethusa.'"

Photos. Copyright. "Navy & Army."

ON THE ROAD TO THE TOMBS.

A picnic party near Nanking.

AFTER A DINNER OF CEREMONY.

Reading from left to right the names of the British officers are: Lieut.-Com. Watson, R.N., Lieut.-Com. Powell, R.N., and Surgeon Bain, R.N.

A river, difficult and variable, and containing many dangerous rapids, lies between Nanking and Yun Nan, the Prefect of which town received with due honours and courtesy the officers of the "Woodcock," who are shown in the picture enjoying his hospitality.

The "Woodcock" is the first man-of-war, or ship of any size, that has succeeded in negotiating the rapids as far as Yun Nan. Under her own steam she successfully passed these at a point where 300 trackers only managed to make ten yards headway in one and a-half hours in hauling a junk. This was at the Yang-Yungza Rapid. Two of the officers shown have since left the "Woodcock," Lieutenant-Commander Watson having been appointed first lieutenant of the "Sutlej," and Lieutenant-Commander Powell having been appointed to the command of the recently-purchased and renamed "Kinsha."

The "Kinsha," originally a merchantman, has been fitted for river service on the Yang-tse. She is a tender to the "Arethusa." At the time that the photograph from which we get our picture was taken, she was on the point of reaching Chun King for the first time under her new name.

The lowness of the river had impeded the progress of the "Woodcock" temporarily, during which delay she stayed close to Yun Nan, and the Prefect did his utmost to make the stay of the ship a pleasant one. He showed great interest in the vessel which he frequently visited, and continually expressed wonder at the things he saw. His banquet was given at the Temple of Chang-fui, and, of course, the menu contained all the items of food, mysterious to Europeans, to which Chinamen are partial. In the comestibles, the source of which admits of no doubt, do not, perhaps, commend themselves tothe European palate. Shark's fins, eggs buried for years, and bird's-nest food seem hard to tackle, though, indeed, the eggs are excellent, as is also the favourite dish of sea slugs (bèche-de-mer), cooked in various ways. But the British seamea can tackle anything—even a Chinese dinner.

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THE WIDE, WIDE VELDT.

[ANECDOTES AND PEN PICTURES BY A WAR CORRESPONDENT.]

ONE of the most important factors in modern war is the cable cart. Nothing, or very little, has been written about the use to which the field telegraph has been put in South Africa. At the present moment, of course, its work is done, since with the breaking up of the Boer combined resistance it was impossible to furnish each of the sixty pursuing columns with a cable cart. But in the earlier phases of the war some extraordinarily fine work was put in by this section of the Sappers, in many cases heroic and devoted work. Few realise what is expected from the ordinary lineman responsible for the laying of the ground wires. Few appreciate what he has already done. His work is something like the following: The cable cart, moving with the army, with a detached division or a cavalry brigade, or whatever else it may be, arrives in camp having laid the ground wire which maintains the communication. At once the signallers set to work; the general has twenty messages to send, the supply and intelligence officers perhaps a hundred between them. Then there are the Press men; after all official wires have been sent, the long "stories" for the British public are allowed to go. A little before midnight the instrument fails to respond. A fault has occurred. It is soon evident that communication has been broken. Then the lineman is called up—awakened probably from a hard-earned sleep. He mounts his horse, fixes his hand-guide on the wire, and sets out into the night to find the fault. It may be a waggon wheel which has severed the line, as the last of the transport came lumbering into camp. Or it may be a grass fire or inquisitive Kaffir fifteen miles from camp. Or, worse, it may have been cut with malicious intent by some enemy astride the communications; and the cunning burgher, knowing full well that the lineman will soon be following his weary way, lies up for him, as he has often lain up for lion or buck in the past. It takes men of resource and nerve to carry out this work, and the Sappers have found these men in dozens.

But our illustrations this week show vehicles of another class, vehicles which are practically being used as prison vans. We can only hope that even as these words are being put into type the need for the transportation of Boer families will have ceased. It has never been a pleasant job, never been an undertaking that has commended itself to the British officer or soldier. You little realise the hard things which the British officer has been compelled to hear while carrying out his orders to depopulate the farms. But it has not been the choice adaptation of Billingsgate to the sarcasm of colloquial Dutch that has caused the most pain. It has been the silent and tearful acquiescence to the inevitable of the more delicate and educated of the Dutch women which has caused the keenest pangs of regret. Men think of their homes, their own womenfolk, when they have to apply torch or dynamite cartridge to some rustic home, as dear and sacred to the expelled women as any English home to an English family. But duty comes first; obedience of orders is the first undertaking of the soldier, and however distasteful the work may have been, he has had to carry it through and transport the women to the refugee camps in the manner shown in the accompanying pictures.

THE BACKVELDT STOCK.

Surrendered families.

STRUCK OFF THE ROLL.

A group of captured burghers.

DEFEATED GUNNERS.

Captured officers of the late Staats Artillerie.

Photos. Copyright. *"Navy & Army."*

NO HELP FOR IT.

Pack up for the concentration camp.

We are also able to give an interesting illustration of the remnants of the Staats Artillery commando as they appeared when they were captured about three months ago in the Eastern Transvaal. In the centre is Major J. F. Wolmarans, who, before the unit was depleted of its guns, was Major-Commandante of all the Artillery in the Transvaal. An enlightened, intelligent man, it is probable that much of the earlier success of the Boer gunners was due to his training. He is said to have been a thoroughly competent Artillery officer. The Transvaal "Staats Artillerie" was first formed just before the Raid in 1895. Then Major Wolmarans, accompanied by P. E. Erasmus, travelled to Europe and underwent an artillery course in Germany. At the time of the Raid the young corps was only about 100 strong, with a few obsolete pieces of position artillery. But the Raid gave the necessary stimulus, and the strength of the cadre was at once increased to 400, while a more modern armament was adopted. The increase was maintained, and we find that immediately before the war the corps which Major Wolmarans commanded was 900 strong, with about seventy-five pieces of artillery in all—in fact, as it proved, a formidable force. For the last year, however, the balance of the Boer gunners have accompanied their chief in the hand-to-mouth existence which has been the lot of all commandoes in the field. Wolmarans has stuck to his duty long and well, but he never proved himself a leader of marked ability.

The Artillery of the late Orange Free State was, however, an institution of older date than that in the sister State. Its origin can be traced back as far as 1880, when Colonel Albrecht was first imported from Europe to train the young idea. As a matter of fact, in the Artillery Corps of both the Republics the men were all pure Boers; there may have been just a sprinkling of foreign element, but nothing to warrant the assertions which were made at the commencement of the war that the Boer guns were manned and served by French and German gunners. The Canet-Schneider people, it is true, had two experts in Pretoria for the purpose of the instruction of their customers, but with them and Colonel Albrecht the foreign element in the Artillery of both Republics began and ended.

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THE EVELYN WOOD CHALLENGE CUP.

Photo. Copyright. *Knight.*

THE WINNERS.

"A" Company, 2nd Highland Light Infantry.

The final for the Evelyn Wood Challenge Cup was decided at the Bisley ranges. The Challenge Cup, value £100, a small duplicate of the cup value £15, and £10, was won by the "A" Company 2nd Highland Light Infantry, with a score of 137. This is the third year in succession that this company has carried off the trophy.

FROM OVER THE SEA.

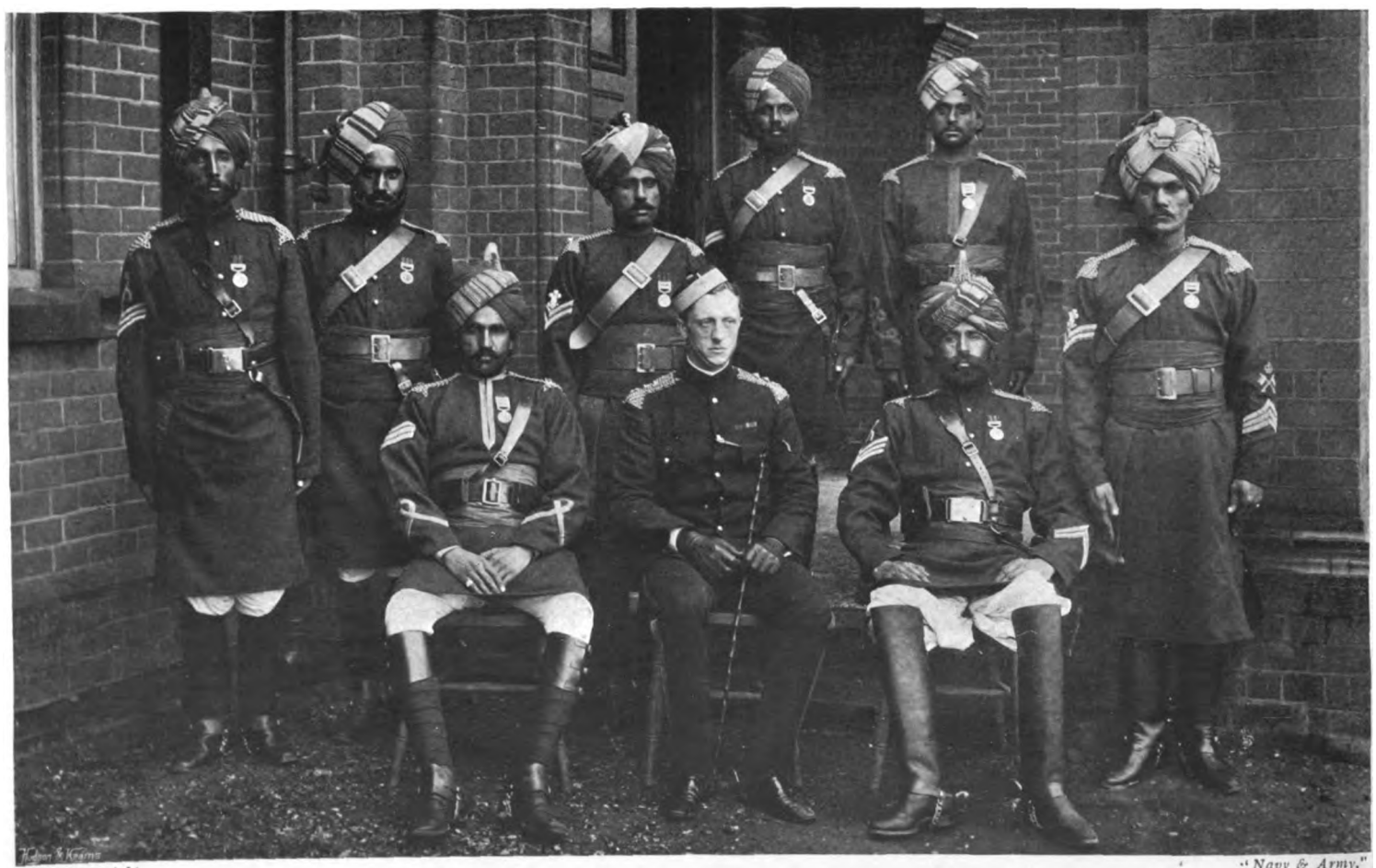

Photo. Copyright. *"Navy & Army."*

PICKED INDIAN TENT-PEGGERS AND TRICK-RIDERS UNDER CAPTAIN SAREL.

Brought over specially to appear at the Royal Military Tournament, 1902, and at the Coronation Festivities.

Reading from left to right the regiments and ranks are—Sitting: Duffardar Khan Mohamad Khan, 18th Bengal Lancers (Punjabi Mahomedan); Capt. G. B. M. Sarel, 11th Bengal Lancers; and Duffardar Amir Khan, 15th Bengal Lancers (Punjabi Mahomedan). Standing: Duffardar Samand Khan, 15th Bengal Lancers (Punjabi Mahomedan); Sowar Gurditt Singh, 10th Bengal Lancers (Sikh); Lance-Duffardar Arabella Singh, 11th Bengal Lancers (Dogra); Lance-Duffardar Chanda Singh, 10th Bengal Lancers (Sikh); Sowar Boolah Khan, 18th Bengal Lancers (Punjabi Mahomedan); and Lance-Duffardar Bulwant Singh, 11th Bengal Lancers (Dogra).

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OUR TWO LATEST BATTLE-SHIPS.

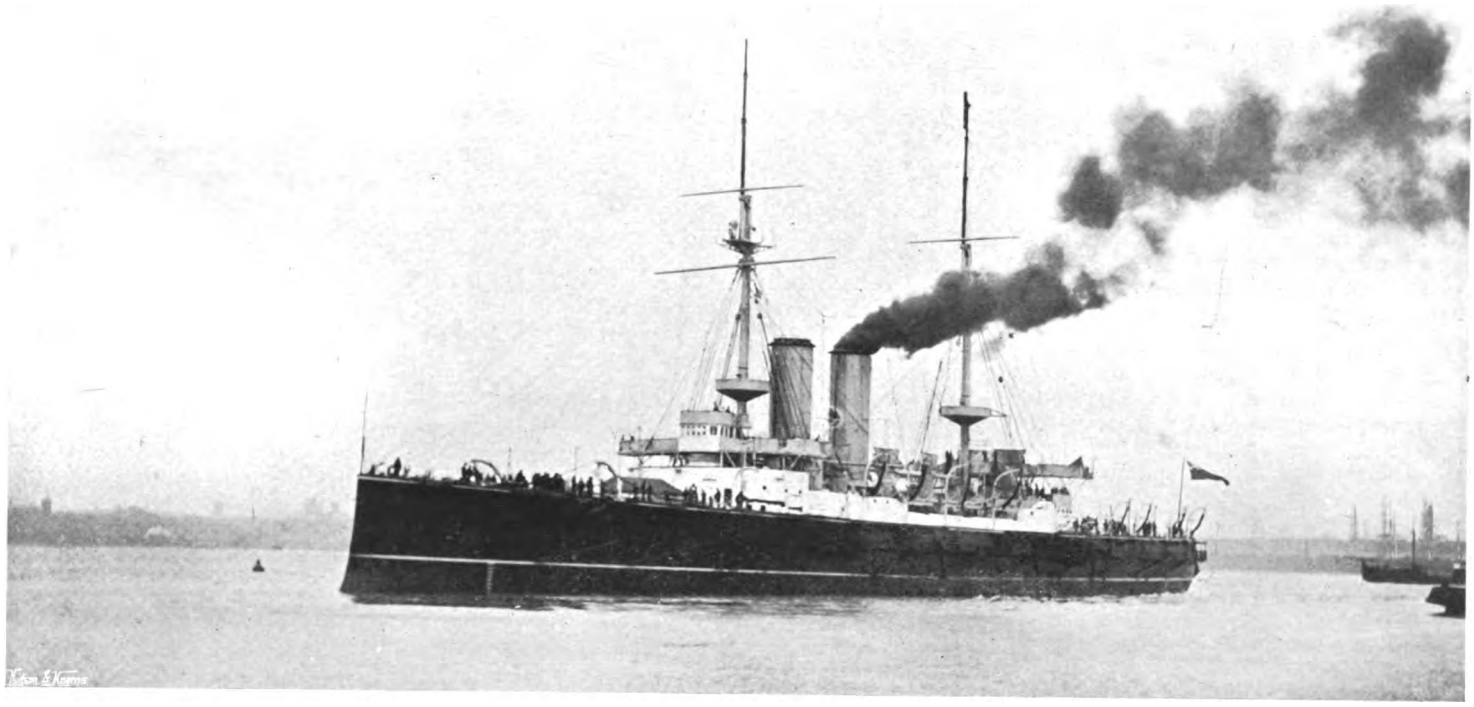

Photo. Copyright. "Navy & Army.

THE 'EXMOUTH."

The "Exmouth" and her sister ship the "Russell" are both of the new *Admiral* class, and are among the most powerful vessels afloat. The "Exmouth" was built by Laird Brothers of Birkenhead, and is supplied with Belleville boilers.

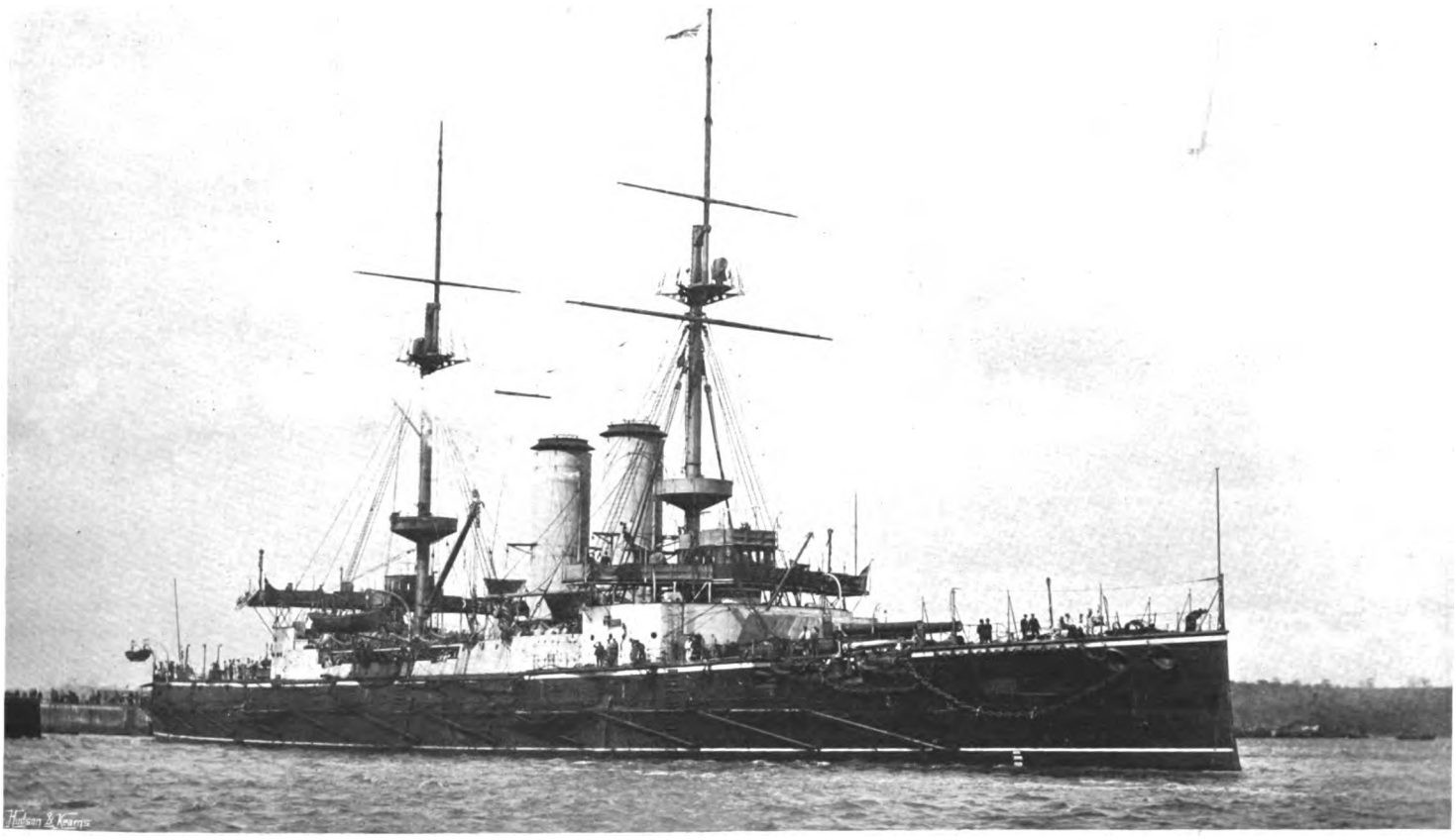

Photo. Copyright. *Johnson & Logan.*

THE "RUSSELL."

The "Russell" was built by Palmer and Co. at Jarrow, and, as she was begun in March, 1899, has been just three years in building. She has a Krupp steel belt 14-ft. deep, extending for 290-ft. amidships, protected decks, and armoured defence for all her guns.

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THE PROFITS OF LIFE OFFICES.

By F. HARCOURT KITCHIN.

I HAVE already explained in these articles how life assurance companies earn their profits. The premiums which are charged are more than sufficient to meet expenses and death claims as they arise, and a higher rate of interest is earned in practice than is assumed in the office calculations. Profits arise from both these sources, and these profits are, according to modern practice, distributed among those of the policy-holders who take out policies which carry a right to a share. Those offices which have no shareholders hand over all their profits to the policy-holders, but where there are shareholders some proportion of the earnings is necessarily devoted to the payment of dividends. My ideal mutual office would be one which had no profits at all, not because it was conducted extravagantly, but because it charged only enough in premiums to cover the cost of paying claims and of meeting bare expenses on the most economical scale. The system of deliberately charging more than is sufficient for assurance, in order to give back the money some time or other in "bonuses," produces such extraordinarily varying results in practice that it cannot be considered satisfactory.

NON-PROFIT ASSURANCE.

Nowadays the practice of life assurance has been reduced to so exact a science that the companies know within very few pence what is the precise premium which will enable them just to conduct their business at a profit. The low non-profit premiums which are charged by some good offices are almost on the bed-rock, and leave the very smallest margin of surplus. The "cost-price" premiums—under which the probable future bonuses are discounted in some form or other—may be taken as quite bed-rock. I do not like the latter system, because the contract is not fixed, and is subject to variation if the discounted bonuses are not really earned. The system has, however, served the useful purpose of forcing down the non-profit rates almost to the level of the so-called "cost-price" premiums. The non-profit premiums of ten years ago which were charged by most offices were absurdly too high. Now a large number of excellent companies quote such low premiums that an intending policy-holder will find it difficult to do better under a with-profit policy than on one which from the first carries no profits with it at all. He will also have the advantage of getting his "bonuses" at once in the additional amount of assurance which he is able to purchase with the same money. There is another advantage about non-profit assurance. A man who takes out a policy of this kind is merely the customer of an office. All he need concern himself with is the security of a company and the lowness of the premiums which it charges. As profits make no difference to him, it matters little, within reasonable limits, what "expense ratio" his company may have or what bonuses it declares.

ASSURANCES WITH PROFITS.

Still, we must take things as we find them, and, as the greater part of a life company's business is conducted "with profits," it is of no use merely to set out the merits of non-profit business. At the same time, it must be admitted that those who are good lives, and manage to remain in existence for a longer time than their less fortunate fellows, do better in the long run under a with-profit assurance with a really first-class company than they would have done if they had selected a non-profit policy. In order to meet the case of good lives, the Scottish Provident Institution has designed the admirable system under which most of its business is transacted. The Scottish Provident does not add bonuses to any policy until the premiums accumulated at compound interest amount to the sum assured. The premiums which it charges are very little more than the ordinary non-profit rates, so that those who die before the bonus period is reached are penalised to the smallest possible extent. In practice the Scottish Provident's method is almost ideal, and I venture to have the highest opinion of the benefits which it confers upon the clients of the office. It is found by experience that rather more than half the policy-holders live until the bonus period is reached, and the profits are then so considerable that the claims paid upon whole-life assurances which have shared in them are on the average increased by bonuses to the extent of more than 50 per cent. It must be remembered that these results are achieved notwithstanding the low rates of premium which are charged.

REVERSIONARY BONUSES.

The Scottish Provident is deservedly a very popular office, but although its system commends itself to many of the public, there are a large number who prefer to assure with a company which pays bonuses to all with-profit policy-holders, whether they have earned them by longevity or not. Indeed, the system of granting immediate bonuses is liked so well that most companies have adopted it. Among these the Scottish Widows' Fund occupies a prominent place. However good an office is, and however economically it may conduct its affairs, it cannot pay immediate bonuses unless policy-holders in their turn pay considerably higher premiums than those charged by the Scottish Provident. Bonuses are the bird in the bush which can only be secured by the sacrifice of the bird in the hand in the form of extra amounts of premium. The Scottish Widows' Fund has completed a valuation at which a bonus of £1 14s. per cent. per annum has been declared. This bonus is reckoned upon sums assured and also upon previous bonuses. The profits earned by the society during the seven years to December 31 last amounted to £2,643,936. Of course so substantial a share in the profits as a bonus of £1 14s. per cent. per annum is worth paying for. It is simply for the public to decide how much they will pay. That they get good value is shown by the claim record for the past seven years. The policies which became claims were increased on the average by 53 per cent. in the form of bonuses; in the case of some old lives the sums assured were more than doubled. I try to spare my readers technical details, but they should be informed that the Scottish Widows' Fund maintained its rate of bonus, although the valuation which has just been completed was a good deal more stringent than that which was conducted seven years ago. Another aspirant to favour among the offices which pay large immediate bonuses is the Hand in Hand. This society dates back to the days of King William III., and is still very much alive. Its reversionary bonuses are at the rate of £2 per cent. per annum, and it is practically able to guarantee that this rate will be maintained in the future. In judging of the relative values of bonuses, it is, of course, necessary to compare rates of premium, since it is not worth while to pay more for bonuses than they are worth. It happens that the Scottish Widows' Fund, while allotting smaller bonuses than the Hand in Hand, also charges smaller premiums, and I am certainly not prepared to say in general terms which is really the more profitable office to assure with. They are both first-rate. The Hand in Hand has also a good alternative system of reducing the with-profit premiums after five years by nearly one-half. This reduction, which is made out of profits, is practically a minimum, and further reductions have in the past been granted from time to time. It has never been found necessary to cancel a reduction when once one has been granted. Although I do not myself care about the "cost-price" method of discounting bonuses, yet the Hand in Hand is perhaps the most satisfactory office with which to take out assurances of the kind, since its bonuses are more nearly guaranteed than those of any other British company. The society makes a definite reserve out of its large resources for the purpose of maintaining bonuses at their present level.

MEDICAL EXAMINATION.

The subject of medical examination as a preliminary to life assurance has nothing to do with the title of this article, but it happens that one or two events of interest have occurred recently, and I take this opportunity of referring to them. The Sun Life Office, which began, eighteen months ago, a method of life assurance without medical examination, has found the results so satisfactory from all points of view that the limits of the scheme have been extended. Hitherto the society only granted policies for small amounts at slightly increased premiums. In future, policies for £500 and upwards will be issued without any medical examination whatever. The society protects itself from fraud by its care in accepting risks, and discourages indifferent lives by contracting to pay only one-third of the sum assured if death takes place (other than by accident) during the first year, and two-thirds only if death takes place in the second year. The full sum assured is payable after the second year, as it also is from the beginning if death is caused at any time through accident. It happens that the Standard Life Assurance Company, a powerful Scottish office, has followed the example set by the Sun, and has also issued three non-medical schemes. One of these is the Sun's plan, but without the accident proviso. Here I think that the Standard has made a mistake. Death by accident has really nothing to do with medical examination, and is already provided for under the ordinary premium. As an alternative, the Standard Company offers to pay the whole sum assured from the beginning, without medical examination, if an extra premium of £1 per cent. is paid for the first year, and extra premiums of 10s. per cent. during the second and third years. After the third year the ordinary premium only is charged. Medical examination is also dispensed with in the case of "double endowment" policies, under which twice as much is payable at the end of a specified term as would be paid if death occurred during the period.

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THE NAVY & ARMY ILLUSTRATED.

VOL. XIV.—No. 280.] SATURDAY, JUNE 14th, 1902

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LIEUT.-GENERAL SIR CHARLES TUCKER, K.C.B.

LATELY COMMANDING THE BLOEMFONTEIN AND ORANGE RIVER COLONY DISTRICT.

General Sir Charles Tucker was a few weeks ago rewarded for a very successful term of command in South Africa by receiving the K.C.B. at the hands of the King. He went to South Africa from India, where he held a command, and was highly respected and popular as a remarkably able, practical, and plain-spoken officer with a habit of "getting there" in spite of difficulties, however serious. General Tucker served with distinction in the South African War of 1878-79, and has recently been in command at Bloemfontein, returning home in March last.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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The Votes of Thanks.

PEACE brings with it many blessings, apart from the actual cessation of war. One of the greatest of these subsidiary benefits that we have been able to note during the past ten days since peace was declared, has been the drawing together of men and journals of all opinions in a determination to sink the past as far as possible, to accept thankfully the present, and to look with hope towards the future. The shades of difference between Imperialists and pro-Boers have almost entirely disappeared. The organs of public opinion which were most desperately hostile to the war and most bitter against the Government have now come almost into line with thick-and-thin Government supporters. It almost seems as if they were glad of the chance offered to them to bring their sentiments into harmony with those of the great mass of the nation. The Coronation period finds us, therefore, once more a united people. We have agreed, for the time being, to lay aside our differences with regard to the policy which led to the war, and to the methods employed throughout the campaign. We are unanimous in our feelings of pride and gratitude so far as our troops and their leaders are concerned. Newspapers which took up the pro-Boer position are now as loud as any in their expressions of loyalty and of thanks to the army in South Africa. The only discordant note is struck by the Irish members, who really cannot be considered seriously in this connection. It is a pity that their sense of what is decent, and of what makes for the best interests of their country, did not prevent the more violent of the Irish members from causing a scene last Thursday in the House of Commons. Yet, after all, their action had results not altogether deplorable. For it showed that there is no English party in Parliament, nor any reputable English journal, which regards such antics with anything but scorn and disgust.

The general feeling, not only in the Army, but in the country at large, is that the £50,000 voted to Lord Kitchener, as a token of the nation's appreciation of his services, is not by any means an exaggerated expression of our gratitude. Comparisons are odious—especially comparisons between famous generals who have shared the labours and the responsibility of a very difficult campaign. Yet it is not surprising that attention should be called to the wide difference between the reward offered to Lord Roberts and the sum voted to Lord Kitchener. The most probable explanation of this difference is that the Government are now inclined to think £100,000 an excessive sum to bestow upon a successful commander as a special gift. Lord Kitchener's £50,000 will, we imagine, now be regarded as a precedent. His step in the peerage to the dignity of a Viscount is in accordance with former precedents. So is his elevation to the full rank of General. Certainly these honours are no more than Lord Kitchener deserves. South Africa is proverbially known as "the grave of military reputations." This war has done something to disprove the truth of the proverb. Both Lord Roberts and Lord Kitchener have added greatly to their fame by their services in the campaign now closed. At the end of the Russian War there was a feeling of disappointment in the country. "Our soldiers had done splendidly, but our generals and our system had done poorly indeed." We are not very proud of our system just now, but we can be proud of our commanders-in-chief, and there are no two opinions as to the bravery, the endurance, or the humanity of our men.

The vote of thanks to the troops, therefore, which the House of Commons passed last week was a mere act of justice. Mr. Balfour spoke with enthusiasm of the conduct of our soldiers of every rank, and of all the various forces—home and colonial—of which the army was composed. Sir Henry Campbell-Bannerman added his warm tribute to Mr. Balfour's words. He put into a few admirable sentences the feelings that we all share. "Even in the darkest days when we were feeling our way, and only discovering the gigantic nature of the task before us, the country never doubted that our soldiers were equal to the task. Now that it is over, although we have not the character in this country of being effusive, still there wells up from the heart of the nation a profound feeling of gratitude for their conduct, which properly finds expression in the resolution now proposed." We are very glad to see that the great services of the Navy were not forgotten. The Naval Brigades lent very valuable aid on shore. In every history of the war the feat of dragging the Naval guns up to Ladysmith is given a prominent place. No one who served through the earlier stages of the campaign will ever forget how well our Marines and Bluejackets fought in many a stubborn battle. Yet this, of course, does not by any means sum up our causes to be thankful that we have a strong Navy. If it had not been for the Navy, we could not have shipped our army to South Africa at all. If it had not been for the Navy, we could not have pursued our course in South Africa secure from European interference, and from dangerous complications in other parts of the world.

One word we would add about that sentence in the vote of thanks which spoke of the valour, devotion, and conduct of those who perished during the campaign, and which expressed deep sympathy with their relatives and friends. We cannot forget that amid the present rejoicings for peace, and amid the future rejoicings with which the returning troops will be welcomed home, there are many who will look back upon the war with sore hearts and painful recollection. When our war-worn heroes march through shouting streets, numbers of us will seem to see, keeping step with them, the shadowy legions of those who can never return. Sympathy with all who mourn them we must every one of us feel, but let it not be a barren sympathy; let us take good care that no mourner shall be allowed, through the loss of a dear one, to feel the bitterness of poverty and hardship, as well as the sting of sorrow and irreparable loss.

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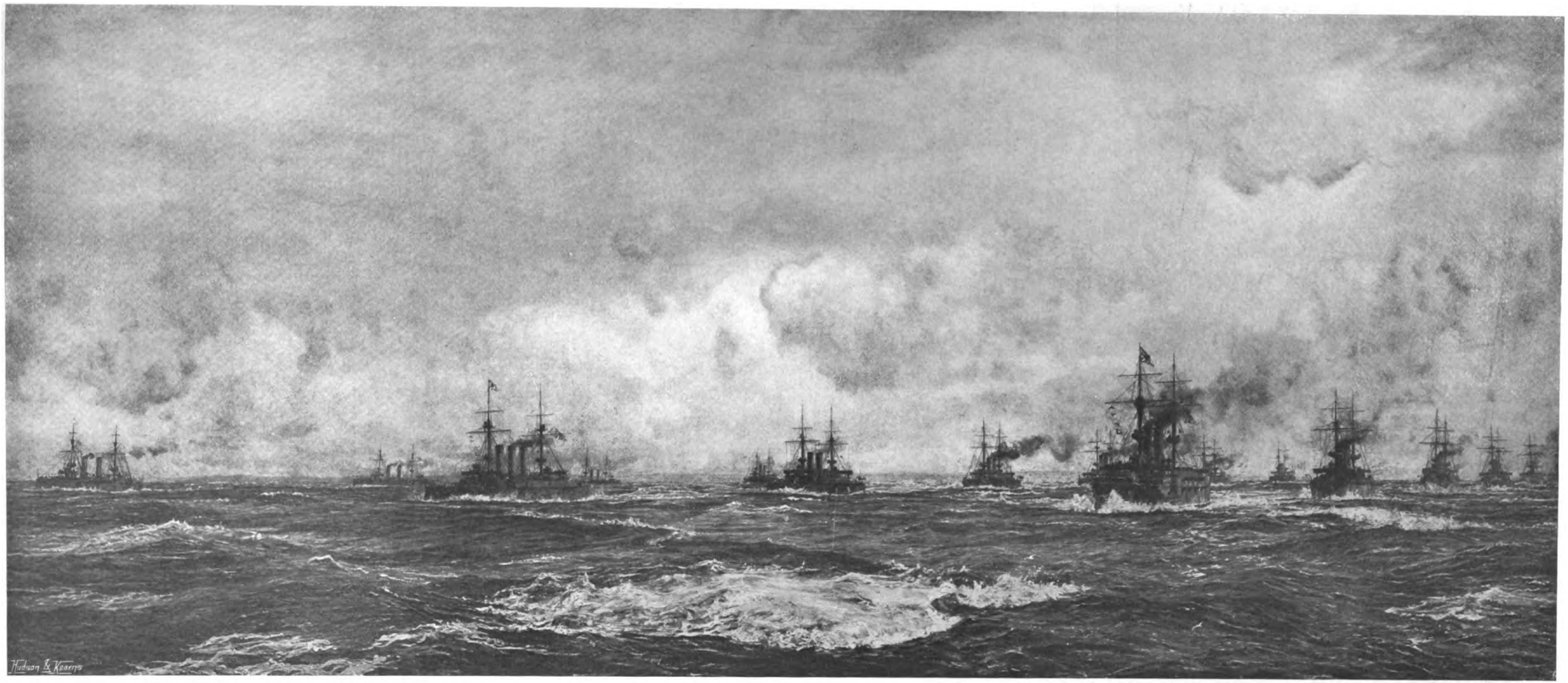
THE NEWEST WAR-SHIPS OF OUR ALLY.



A FITTING WEDDING GIFT: AN EMBLEM OF SEA-POWER.

The handsome painting from the brush of Mr. W. L. Wyllie, R.A., which is here reproduced has been presented by the Japanese Naval officers in Europe as a wedding gift to their Imperial Highnesses the Crown Prince and Crown Princess of Japan. It is a representation, as will be seen, of the new fleet of our ally, the ships recently added by the Naval Programme now reaching completion. The line of vessels in the distance are second-class cruisers, and include the "Kasagi," the "Chitosi," and the "Takasago," which last-named will be present at the Naval Review. The middle line of vessels, six in number, are the battle-ships "Asahi," "Yashima," "Mikasa," "Hatsusi," "Shikishima," and the "Fuji," which are among the most splendid specimens of the art of the Naval architect and constructor. The line of vessels nearest to the spectator consist of the first-class armoured cruisers "Iwati," "Idzumo," "Asama," "Azuma," "Tokiwa," and "Yakumo." The Japanese seaman may well be proud of this magnificent fleet, and could not select a more appropriate expression of his loyalty and respect for the Royal couple than its beautiful representation on canvas. We are permitted to make our reproduction by the courtesy of Captain C. Tamari, I.J.N., the Naval Attaché to the Japanese Legation.

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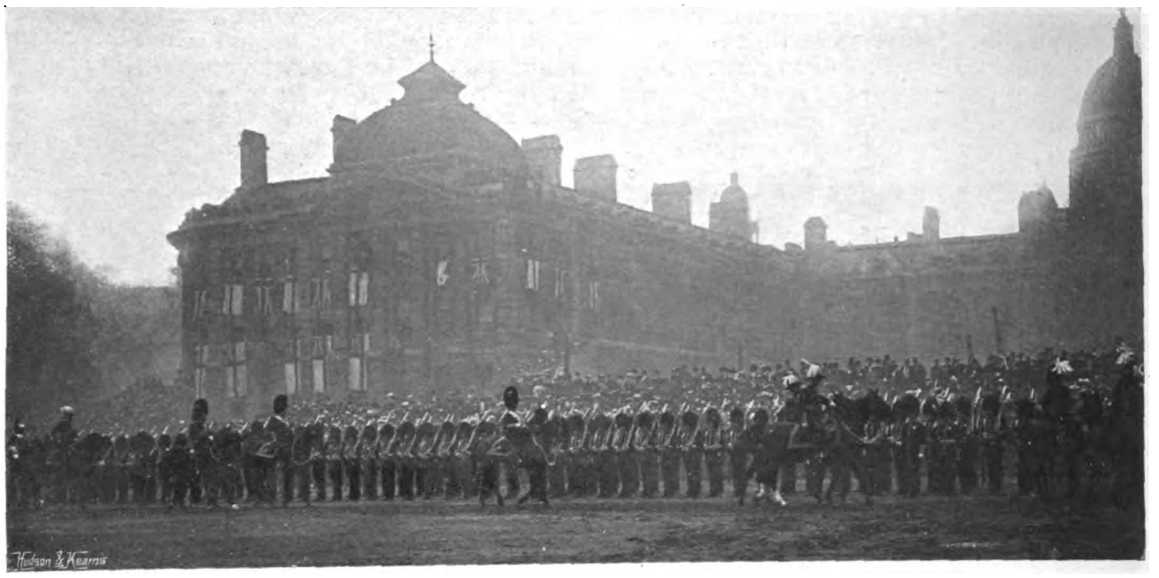
PRESENTATION OF COLOURS TO THE IRISH GUARDS.

By J. E. COOPER, CAPTAIN, 1ST C.B. THE ROYAL FUSILIERS.

TROOPING the Colour on the Horse Guards' Parade is always by far the most attractive spectacle connected with the official celebration of the Sovereign's birthday. This year much additional interest was lent to the event, as immediately before the commencement of the usual ceremony the King in person presented the first set of colours to the recently-raised battalion of Irish Guards. On the ground were drawn up four companies of the Irish Guards, two companies each of the Grenadier, Coldstream, and Scots Guards, and a squadron from the 1st Life Guards and from the Royal Horse Guards. His Majesty, wearing the uniform of the Irish Guards, arrived at eleven o'clock precisely, accompanied by a brilliant cavalcade, which included the Prince of Wales, in the uniform of the Royal Fusiliers, of which corps he is Colonel-in-Chief, the Duke of Connaught, Prince Christian, Earl Roberts, Viscount Wolseley, Gold Stick in Waiting, and the foreign military attachés. The King was received with a Royal salute, and during his inspection of the line the massed bands played "The Emerald Isle" and "Killarney." After the consecration of the new colours the King formally presented them to the regiment, and they were borne to the strains of the National Anthem to the left of the line. They were subsequently "trooped" to the inspiriting music of "The Grenadiers' March" and "Coburg." A march past in slow and quick time followed. The Irish Guards were led past His Majesty by Lord Roberts, colonel of the regiment. Line having been reformed, a Royal salute was delivered as the King left the ground. Although it will be generally remembered that in the year 1900 the late Queen Victoria, in recognition of the devotion and gallantry of the Irish troops in South Africa, authorised the formation of a regiment of Irish Foot Guards, it is probably not so well known that a similar corps was raised in 1662 by order of Charles II. The regiment was at first employed in Dublin, and during the war with Holland several companies served afloat as Marines, two being present at the Naval action of Solebay. Shortly after the accession of James II. some of the Irish Guards were brought to England to assist in the suppression of the Duke of Monmouth's rebellion, and returned to Ireland after the battle of Sedgemoor. At the Revolution the Irish Guards behaved with great gallantry at the siege of Londonderry, the battle of the Boyne, and at Aughrim. During the latter period of its existence, the regiment figured as an opponent to England, as the men became embodied in the historic Irish Brigade of the French Army.

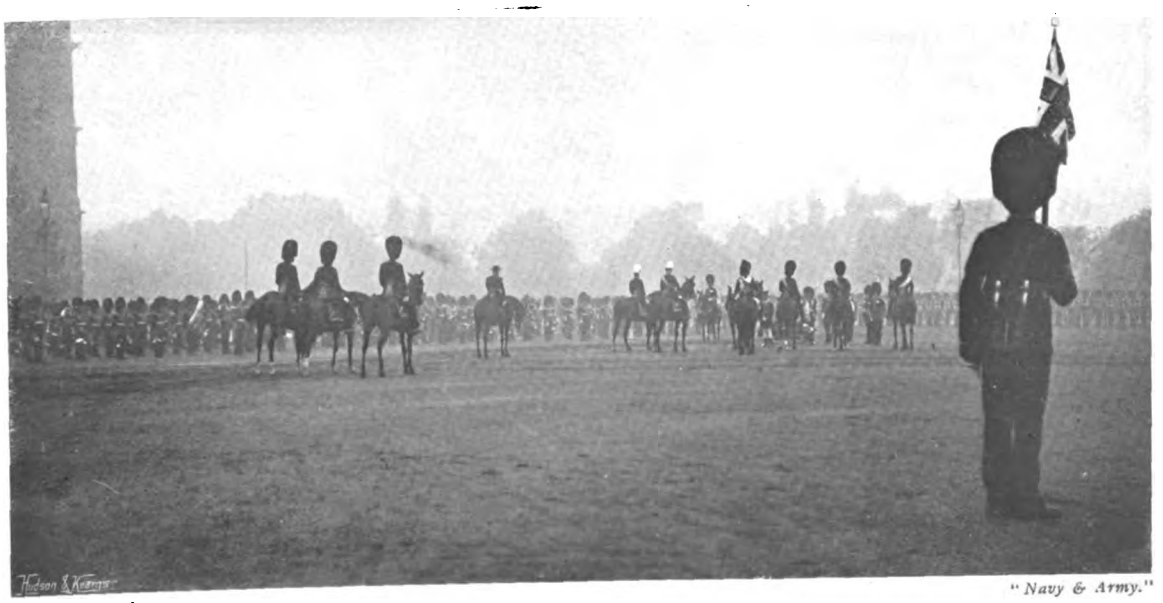


INSPECTING THE LINE.

The central figure is Lord Roberts, who precedes His Majesty and the Heir Apparent.

WATCHING THE MARCH PAST.

H.R.H. the Prince of Wales and Prince Christian converse.



THE PRESENTATION.

The King hands over the new colours.

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CAPTAIN ALWYNE OLLIVER, D.S.O.,

Who recently died of enteric at Winberg, was formerly a lieutenant in the Navy, whence he retired in 1882. He served in South Africa through 1900 and 1901 with the Australian Mounted Rifles, and was mentioned in despatches.

A GROUP OF DE MONTMORENCY'S SCOUTS.

THE NAVIES AND ARMIES OF THE WORLD.

A WEEKLY CAUSERIE BY DAVID HANNAY.

IF the problem of the protection of sea-borne commerce in a Naval war remains obscure, there is good reason for its obscurity. Here, as in all other respects, we are puzzled by the question as to what effect will be produced by the substitution of the steamer for the sailing ship, and how far the development of the torpedo and the submarine boat has affected the power to maintain a blockade. From one point of view it would appear that the changes have been in our favour. The merchant steamer—even the despised and rejected tramp, who, after all, carries 80 per cent. of our trade, or thereabouts—has a far greater command over his movements than the good old square-bowed trader of 250 tons or less which was the tramp of former times. It had the most limited capacity for turning to windward, and the skipper thought he did very well if he made three knots and a-half with the wind on the quarter. The cruiser and commerce destroyer of to-day must look carefully to his coal supply, and even if other fuel—oil, for example—is used instead, still he will have to look to that. No modern admiral will be so free as Suffren was to cut himself loose from his bases of supply and trust to finding food and water everywhere. Again, the wind will have less effect on blockades. It would no longer be so necessary as it was to give the shore of Brest a very wide berth in westerly and south-westerly gales.

* * * *

On the other hand, the commerce destroyer will also have a greater command over his movements than the frigate had. I do not speak of the privateer, for, putting aside all question of treaties or changes of opinion as to the legitimacy of the use of such ships, they have been rendered impossible by considerations of price. No vessel would be of any use as a commerce destroyer unless she could steam at least eighteen knots and upwards. Steamers of that capacity are costly to buy and to run. No capitalist would hazard his money in one on the chance, in the first place, that she would take prizes, and secondly, that they would be brought into port and sold at a profit. A sailing privateer could be manned very cheaply. In our time one would require a staff of engineers and skilled mechanicians. There would be no certainty, in short, about her, except that she would cost a great deal of money, and it is out of all calculation that rich men would invest in such a venture. The danger will come from the national commerce destroyer, and the problem is precisely what that danger amounts to. The commerce destroyer must undeniably be limited by the obligation not to draw so deeply on her coal as to leave herself without the means of getting back to port, and making the voyage at high speed if chased. But could she not arrange with neutral ships to meet her at points arranged beforehand with supplies of fuel? Captain Semmes of the "Alabama" did. Again, considering how large a part of our trading ships carry cargoes of coal, might not the commerce destroyer find means of filling her bunkers now and again out of her prizes? It would not be a resource on which a prudent man would rely. When a cruiser was coming down to just the amount of coal required to take her back, her captain would hardly stay out on the chance of capturing a collier. Yet a prize of that character might delay his compulsory return for fresh supplies very materially.

* * * *

As for the prospect that we could prevent the enemy from getting to sea at all, I know not upon what calculation it is based. We never did in the war of the eighteenth century, and no reason for believing that we could in the future has, so far, come in my way. Then, too, we were helped by Cardinal Fleury's utter neglect of the French Navy, by the corruption and folly of the Government of Louis XV., and by disorganisation of the Great Revolution. What equivalent for these aids shall we have in future? My impression is that our next war with a great coalition will bear a very close resemblance to the struggle of 1778-83, when we did very little blockade, and were put to it to keep our own trade going. Our enemies will be at least as efficient as the French then were, and I know of no excuse for taking it for granted that they will be timid and pedantic. They may, and then so much the better for us. But they may not. From my point of view, it is prudent to calculate that our victories will be dearly bought, that the victorious admiral will find himself minus one or two of his ships altogether, and with a third or so of the others so badly mauled that they must be sent back to port. In such conditions no blockade is to be thought of. It will not be till after a series of victories has affirmed our superiority that the conditions prevailing in the Seven Years' War and when Trafalgar had been fought will be restored. Until then the enemy's cruisers will always be able to get to sea, and even afterwards there will be no security that they can always be mewed up in all cases.

* * * *

If there is any force in this estimate of the probabilities, what deduction are we to draw? Certainly not that a Naval war would be too great a risk to face, for this would be the abdication of our place in the world. Nor is it that we must lay up our sailing ships and tramps, for that would be the ruin of our trade, and national bankruptcy. It is, in my opinion, given for what it is worth, something much more modest, being neither so overweening as the supposition that our Naval supremacy will enable us to shut our enemy in wholly, nor so oppressively tragic as that we shall have to lay up four-fifths of our shipping. It is nothing more tremendous than the simple proposition that we shall have to fall back on the use of convoy. If we propose to patrol a long ocean route so effectually as to clear the enemy wholly off it, we should want a cruiser at every twenty miles or thereabouts. For a route of 4,000 miles this means 200 vessels, and they would only form much the smaller part of the total required. In distant seas we might do with less, but certainly not in the North Atlantic, home waters, and the Mediterranean. The thing passes all bounds.

* * * *

With convoy the problem can be brought within manageable proportions, but we must recognise the necessity and prepare to submit to its inconveniences. Everybody who has looked into our Naval history for more than accounts of victories knows that they were hard to hear. The merchants complained bitterly that their ships were kept waiting till their stores were consumed, their cargoes spoilt, and their market lost. Of course they made the most of their grievances, but there was truth in their lamentations. The Naval officers, who hated the work, but had to do it, accused the merchant skippers of running improper risks by slipping out of the convoy and trying to push ahead to reach port. And they were right. It is not to be denied that convoy means delay, congestion of ships in the roadsteads appointed

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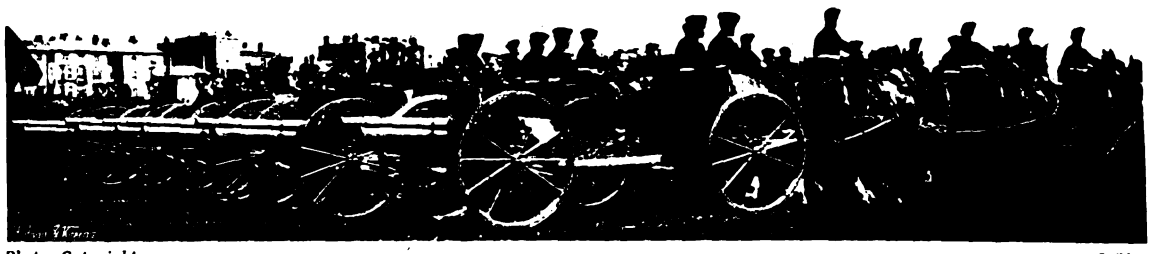
for the rendezvous, infinite trouble in getting them out, and a maddening mass of detail to be settled. No doubt also in our time the necessity for submitting to convoy would greatly hamper our industry as the common carriers of the world. Much business now done by us would fall into the hands of neutrals, and might be hard to recover. But war is war, as we have heard of late at large. The choice is between this, and far worse if we attempt to act as if war were peace. On the supposition that we contemplate the use of convoy in the future, it is highly necessary that we should take two precautions. The first is, that we should impose a legal obligation on the merchant ships to go in convoy unless they have special licence to go alone, and give the Naval officers authority over them by Act of Parliament. The second is that we must settle a definite system on which the departures and returns of the trade are to be arranged. And that must be done with a careful regard to its general movements, and to the different degrees of danger to which it would be exposed. The calculation is a very hard one to make, but the sooner it is begun the less danger will there be of waste of time, loss, and confusion when the time of need comes.

THE KING'S BIRTHDAY.

MANY an imposing review of the men of the Navy and Army has been held on Southsea Common, and this paper has from time to time published pictures of the martial groups of battalions, brigades, and batteries in all possible formations on the historic parade ground of Portsmouth's garrison. We venture again to represent the familiar scene, as the parade illustrated in our pictures was one of especial interest. It was the first birthday celebration in honour of His Majesty Edward VII.



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THE NEW GUNS.

Royal Field Artillery on the saluting line.

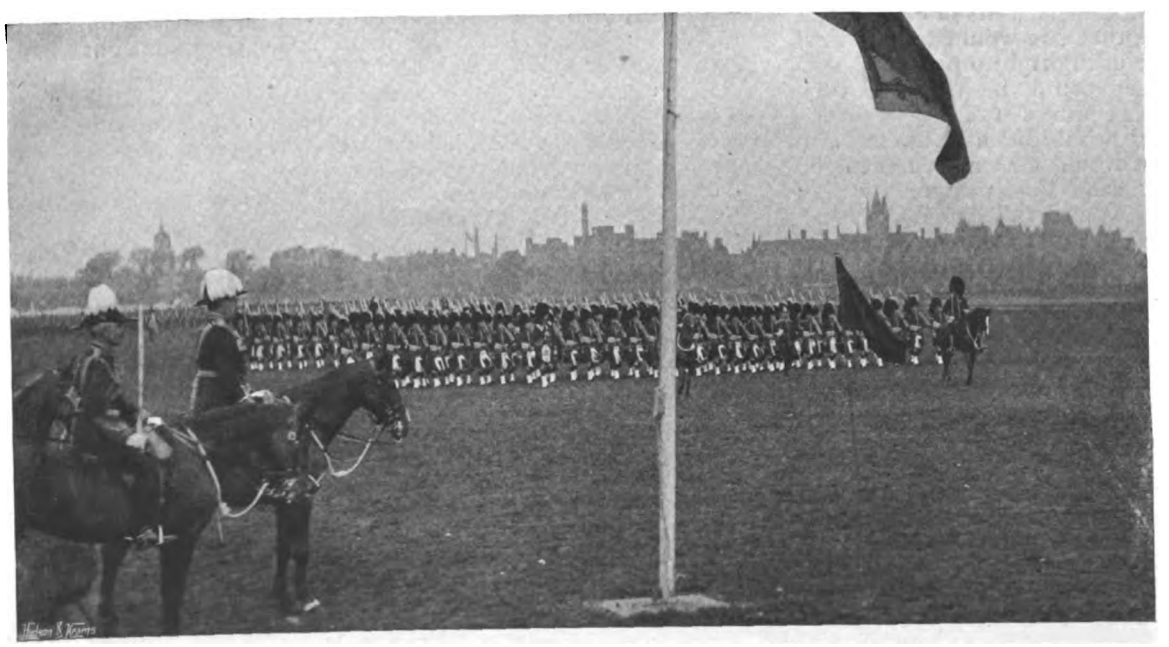
With characteristic thoughtfulness for the comfort and welfare of his troops, the King has ordered the official celebration of his birthday to be on May 30, when the weather may be expected to be fine, instead of on the day of its actual occurrence, when bleak November is with us. Such thoughtful acts are deeply appreciated by the men. It may seem a little thing to ask men to stand about for an hour or two in wintry weather, as all have to do their "sentry-go" day and night, whatever be the condition of the sky. It does not, however, need to be a member of the Royal Army Medical Corps to know that all unnecessary exposure fills the hospitals with pneumonia and throat cases, and the wise and careful man avoids all unnecessary risk.

We may remark in passing that it would be wise if the actual day of the birthday were kept in India, where, in all the plains stations, May 30 is scorching in its intense heat. We are not aware of the exact orders in force in India for the birthday parade. Many of our readers will recall the fact that the May 24 parade in honour of our late Gracious Sovereign was often very trying to the troops, especially if they had to march a considerable distance from barracks to the scene of the salute.

The troops, under Lieut.-Gen. Sir Baker Russell, G.C.B., K.C.M.G., who saluted the standard at Southsea on May 30, included three batteries of the Royal Field Artillery, several companies of Royal Garrison Artillery and Royal Engineers, the 4th Battalion of the Lancashire Fusiliers, and details of the West Yorkshire Regiment, the Yorkshire Regiment, the Northamptonshire Regiment, and the Gordon Highlanders, as well as Royal Marine Artillery and Royal Marine Light Infantry. These latter corps of steady old soldiers always make a splendid show. They are always especially popular at Portsmouth, but here, as elsewhere, the kilt seems to please the spectator most. Indeed, the swing of the kilt and sporran, the rhythmic movement of the white gaiters and the gay feathers of the bonnet, all tend to make a decently-drilled regiment look its best in marching past. It is needless to say that what smartness can do has been done for the Gordons. They received many a cheer from those among the 20,000 spectators who were inclined to give vent to their fee.ings of approval.

The three batteries from Hilsea are among the latest addition to the Royal Regiment of Artillery. Since their formation they have been kept constantly "at it," as soldiers say. In a marvellously short space of time these batteries attained a pitch of excellence which astonished old Artillerymen. They have officers who do not spare themselves, and a leaven of old and experienced non-commissioned officers, without whom the best and hardest work could not have produced the result which it has done.

How odd a battery looks when seen for the first time with the new guns to an eye accustomed to the more graceful guns of yesterday. The impression is that some cylinders from the soda-water factory have got mixed up with rather inferior Ralli cars and had artillery horses attached. No doubt the eye will get used to the German gun in time, as it is to be hoped it will to the Guards' cap. It seems that each improvement in the construction of artillery necessitates an uglier piece of ordnance. Opinions differ as to the great advantage of the new gun, as many think the construction of gun and carriage too complicated for the necessarily rough work of active service. These guns have shot excellently, and, after all, that is the main point. We may conclude that they are "like singed cats—better than they look."



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THE GAY GORDONS.

Details of the Gordon Highlanders marching past.

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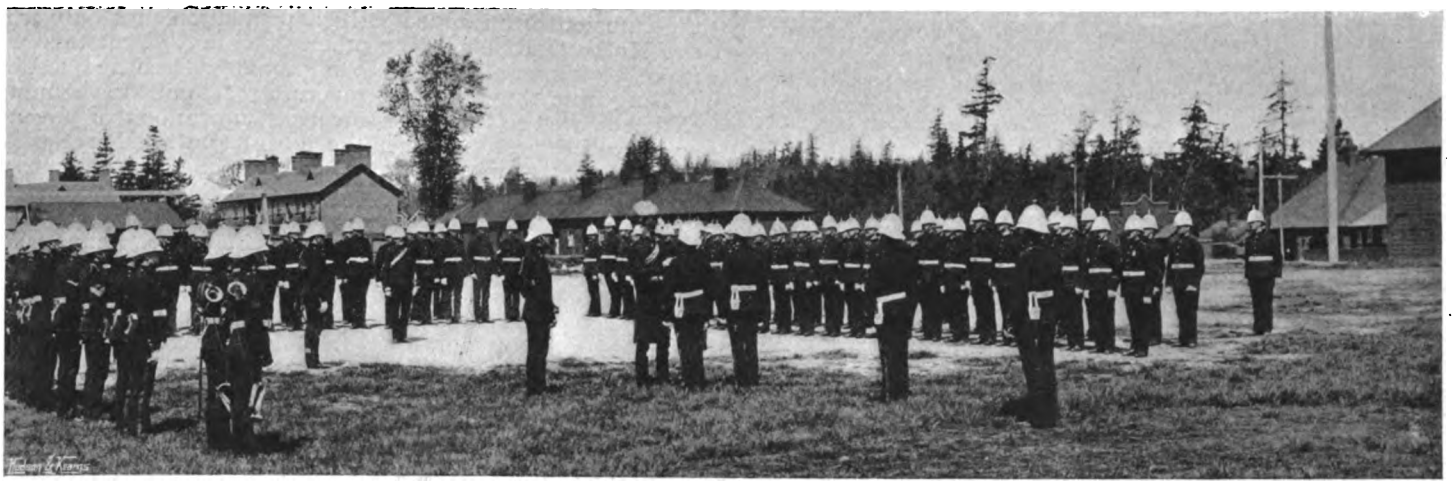

PRESENTATION OF SOUTH AFRICAN MEDALS AT BRITISH COLUMBIA, MAY 2, 1902.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

AS the appointed time for the Coronation draws nearer, it is more and more difficult for the writer of these notes to "range himself" with anything like due regard for the immensity and variegated character of the field with which he has to deal. The Coronation itself is a specific function, and its relation to the King's dominions beyond the seas is a matter which we may hope to deal with appropriately in the Coronation Number of this journal. But it is quite a different thing to discourse satisfactorily on Colonial topics a fortnight before the Coronation has taken place, and at the same time with studious reference to the propinquity of that impressive event. There is no lack of methods which might be more or less effectively adopted, but the trouble is to make a useful selection from such a bewildering variety. The writer can only hope that his readers will give him credit for having at any rate considered the question earnestly from several different standpoints, and that, if the result be trivial, they will do him the justice to remember that he is but one of many whom the Coronation is causing to deal with Colonial affairs with much more freedom, some might call it exuberance, than habits of ordinary criticism might warrant.

Perhaps the ideal plan of celebrating the eve of the Coronation in these notes would be to carry out the important process known in business as "taking stock," but it is manifest that little beyond the bare acceptance of the principle is possible in the limited space at our disposal. Still, the idea is surely a correct and inspiring one—namely, that no better prelude to a Coronation ceremony, in which so much of genuine Imperialism is involved, would be imaginable than a survey, however brief, of the actually existing conditions of the British Empire as regards the relationship of the several Colonies, especially the great self-governing ones, to the Mother Country in matters apart from the late war and similar patriotic emergencies. There is the greater reasonableness in this proposition in that of late years, as we have repeatedly urged in this journal, the dominant factor in the relationship in question has been the evergreen loyalty of the Colonies to the reigning Sovereign.

Beyond doubt the personal influence of Queen Victoria was of immense weight in producing the present happy state of affairs, which may be described as one of far sounder, deeper, altogether better, mutual understanding than existed at any time up to the middle, one may almost say the last quarter, of the nineteenth century. Our late Queen appealed personally to the warm chivalry of the Colonies as no King before her had ever done, and, while she did much to emphasise her influence by acts of graciousness towards Colonial representatives, it was the peculiarity of her position, coupled with the singular and commanding beauty and force of her character, that reacted upon Colonial loyalty to an extent which cannot be gauged in any mere words. The Colonies do well to continue honouring the anniversary of Queen Victoria's birthday, and we take some passing shame to ourselves that, if only on this account, their example was not more widely followed in the Mother Country. For of the many great benefits for which we have to thank the noble reign of Queen Victoria, not the least, not far, indeed, from the greatest, consisted in her power to attract and concentrate all that was good in Colonial sentiment, and by so doing to increase Colonial loyalty, not only to the Throne, but to the Imperial Idea.

We see the result of this in the eagerness with which Britain beyond the Seas is now seeking to make the Coronation of King Edward VII. an event which shall not only demonstrate the frank affection and genuine esteem with which, apart from those claims to respect and fealty that invest a British Monarch, our beloved Sovereign is everywhere regarded, but an object-lesson to the world at large of a United Empire, united not only when the war-drum throbs, and vested Imperial interests are threatened, but also in the possession of a system of government which spells justice and right and power to every thinking man.

A happy illustration of the great principle involved in such reflections is to be found in the recent reception accorded to King Lewanika, the Paramount Chief of Barotseland, who has come to this country in response to the Royal invitation to be present at the Coronation. The simplicity and openness of Lewanika's character accentuated the interest of the reception, and rendered it almost an historical function. For it cannot be too strongly urged that in all such matters, particularly where the native races associated with our Colonial expansion are concerned, the personal element is of incalculable importance. It should never be forgotten that there may be far more in such a meeting between a coloured African chief and his Great White King than can be gauged from any reference book information concerning the width and breadth and commercial or other possibilities of the minor potentate's dominions. In this case Lewanika's passionate longing to be received by the King was marred by no foolish presumption or arrogant self-assertion, and the added kindliness with which the King acknowledged his presence will, we may be sure, send back this chief to his dominions as strong an Imperialist as could possibly be desired. His own rule in Barotseland has been chequered by some desperate fighting, but it is safe to say that, if ever within measurable distance of his dominions there is trouble threatening the prestige of Great Britain, Lewanika will be ready and eager to wage if necessary still redder war on behalf of the Sovereign Lord to whom he has rendered personal allegiance, and who accepted that homage with the gracious dignity and stately friendliness so strongly characteristic of him as of Victoria the Great.

Reverting to the general condition of the Colonies on the eve of the Coronation, it is more than gratifying to observe that the latter seems definitely to mark an era in the all-round prosperity and solidarity of the British Empire. Of course there are drawbacks indicated, some of them serious ones, and there may be, there probably are,

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troubles ahead of which we cannot at present foresee the nature and shape. But there is not a single instance in which the general tendency of late has not been in a forward direction, and, what is almost equally important, in which progress has not been accompanied by consolidation. Australasia and Canada are now in a position which, if not unassailable by climatic, financial, and commercial disturbances, is still so strong as to give these great self-governing Colonies an importance other even than Imperial. For, gradually, the Continent is beginning to realise that in Federal Australia and non-Federal New Zealand there is a field of potentialities which may be of something more than British concern. As for Canada, the vigour with which one of her leading statesmen has just repudiated the idea that the Dominion will ever allow even the illimitable wealth of the United States to affect her politics or her railways, is a notable and refreshing example of Colonial virility and independence. "If Mr. Morgan buys our railways," said Mr. Tarte, the Minister of Canadian Public Works, "Canada will have pride and resources enough to build another system." A colony that can talk and act in this fashion is in a pretty healthy state, and no serious fears need be entertained of its retrogression or decay.

South Africa is already emerging vigorously from the tremendous ordeal through which she has been passing, and, as Mr. Seddon said the other day at Cape Town, one of the most interesting features of her future development may be the infusion of an added British population, not only from the Motherland, but from other Colonies. That this will make for increased Imperial stability there is little question. Passing from the great self-governing Colonies to the minor offshoots, we see the same cheering indications of advance and healthfulness, whether the locality be the Far East, or Central Africa, or the Gold Coast, and in these latter cases it is pleasant to note that, where the time has not yet come for self-government, the direct administrative control of the Mother Country is all it should be in the way of firmness and intelligent appreciation of local exigencies. Were we to attempt to take stock in each and all of these directions we should soon exhaust this whole number of the paper, but the mere idea is as invigorating as it is instructive. It is, indeed, not merely of a wide and wonderful Britain beyond the Seas that our Sovereign will be formally crowned King, but of an Empire that is like a goodly and well-grown tree, not only deep-rooted, wide-branching and stately, but full of sap and "sound all through."

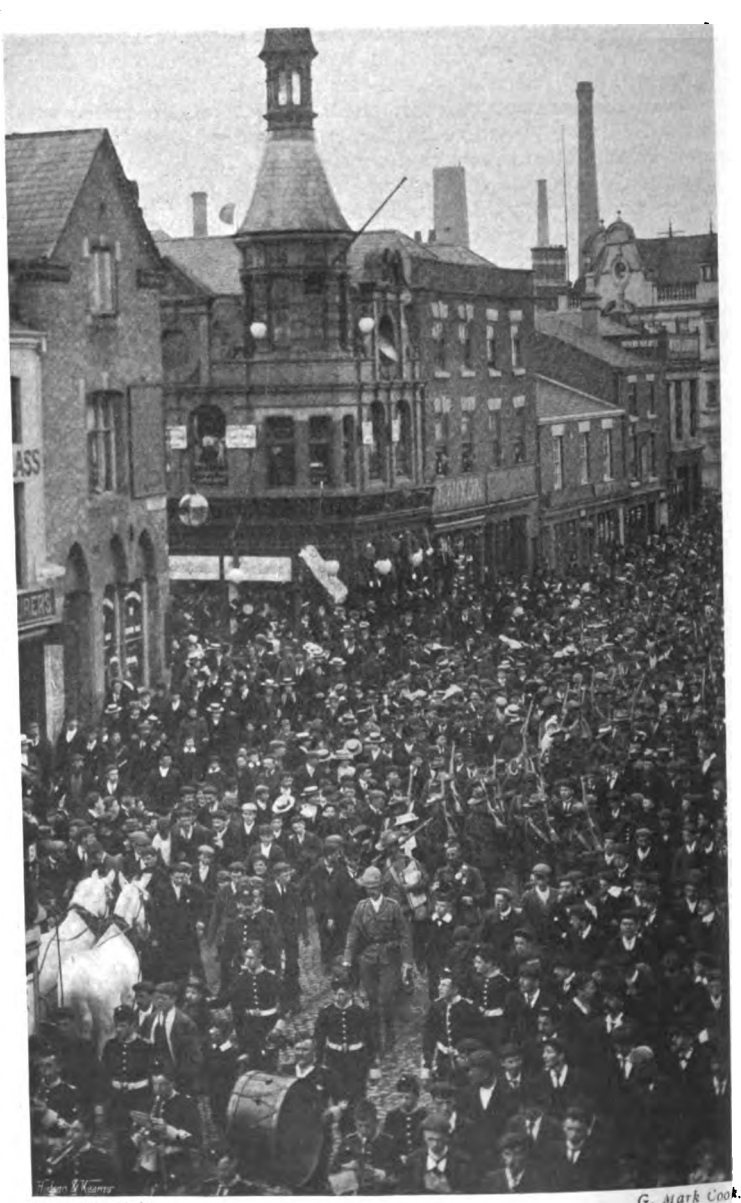
THE HOME-COMING OF OUR ARMY.

WE have lately made the discovery that we ought to be in some degree a true military nation, and, in fact, must become so unless we would lose our right to speak with authority in the councils of Europe. But nothing is so necessary to the development of a military character as military spectacles and opportunities of seeing them. Doubtless the aristocracy and middle classes possess a taste for military shows; but this is not sufficient—we want a genius for war in all classes. It should be considered that we are not overdone with military spectacles, for we have hitherto made rather a point of hiding our Army, breaking it into small pieces, and putting it in holes and corners. Now that peace has been proclaimed, and the return home of our gallant troops, or, at any rate, a large proportion of them, is within measurable distance, the authorities have a splendid opportunity of fostering the national military spirit—for the latter exists right enough, as the experience of the last thirty-two months goes to prove—by encouraging the spectacular concomitants of these eagerly-awaited home-comings. It is a thousand pities, however, that London should be unprovided with a suitable arena for holding a great review of the heroes of the South African Campaign. Hyde Park being a mere plateau is not a place for a spectacle of a military character—the return of the Guards from the Russian War and Volunteer reviews have proved this. London, or its immediate neighbourhood, is sorely in need of a "Campus Martius," as possessed by every city of antiquity, where hundreds of thousands of spectators could witness the march past and simple manœuvres of an Army Corps, for, needless to remark, the nearest places of the kind, at Aldershot and Salisbury Plain, are too far off for the class of people to whom it is specially necessary the pageantry of war should be made to appeal. The fact may be recalled that, a hundred years ago, when our neighbours across the Channel realised that they would have to fight it out against all Europe, they found their newly-made Champs de Mars of the greatest utility. That vast space, half a mile long and a quarter of a mile wide, was provided with sloping banks, which were made in eight days by the voluntary labour of all ranks of the people, so that lines of spectators could stand on them and have a good view, each row looking well over the heads of the row before.

Turning to the local side of the home-comings of our gallant troops, doubtless every important town in the country is already sketching out the arrangements of the rousing welcome to be accorded to its territorial Line and Militia battalions and Volunteer service companies which are still at the front. Those troops who have returned home—Militia, Imperial Yeomanry, and Volunteers—have certainly had nothing to complain about relative to the enthusiastic nature of the welcome which greeted them in their country towns. The accompanying illustration depicts a recent scene of the kind, namely, the arrival in Chester on the 27th ult. of the 2nd Volunteer Service Company of the Chester Volunteers, comprising two officers and eighty-two men.

By the way, the principal streets of Chester are peculiarly adapted for witnessing shows of every description, for, thanks to what are known as the "Rows," the first floor of the houses formed a kind of continuous "Grand Stand." The "Rows" form a gallery occupying the first floor of each house, and are approached by flights of steps, placed at convenient distances, in addition to those by which they are entered and quitted at each end. Thus, two lines of shops are erected in one front. From their sheltered position and the fact that the best shops are to be found in them, the visitor may expect to find the streets comparatively deserted, while all that is fashionable in Chester congregates in the "Rows."

The fact that these Chester Volunteers only arrived at Southampton in the "Canada" in the early hours of the 27th ult., and yet were being fêted in their native town that same evening, speaks well for the manner in which our railway companies handle troop traffic. But then our railways are always mobilised, and are always on active service, so to speak, and by the celerity with which they could concentrate troops at any given point they constitute a most important factor in the scheme of National Defence.



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A GREAT DAY FOR CHESTER.

The home-coming of the Chester 2nd Volunteer Service Corps.

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THE ORDNANCE COLLEGE, WOOLWICH.

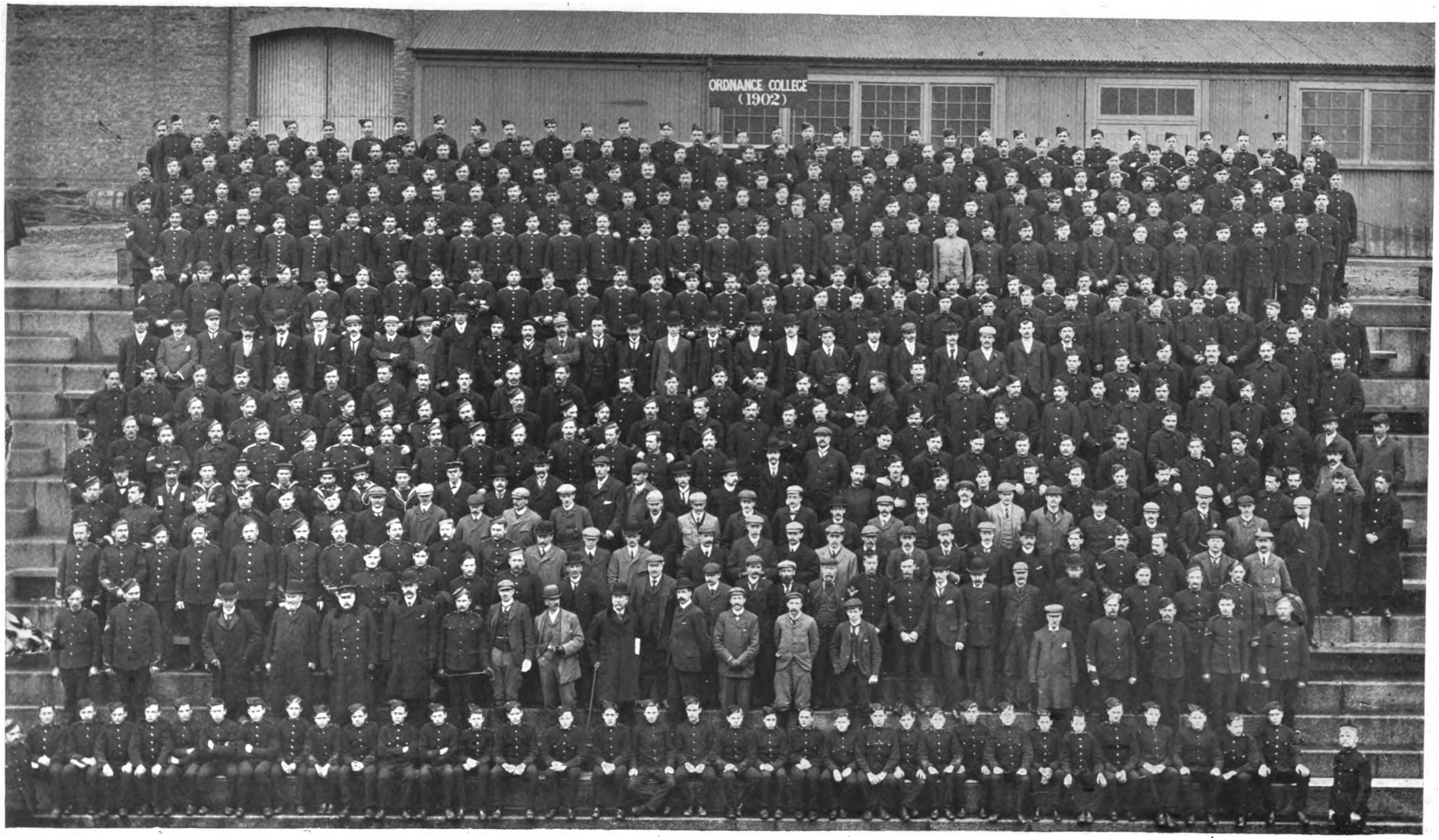

Photo. Copyright. "Navy & Army."

STUDENTS AND INSTRUCTORS OF THE ARTILLERY SCIENCE.

A new use for an old dock.

The officers, civilians, and men of the Ordnance College were photographed in the old dock. The group includes a total of all ranks amounting to 468. The following detailed list of the different classes shows the varied nature of the instruction for which Colonel Jocelyn and his staff are responsible: Ordnance Course, 20; Advanced Class, 3; Long Course, 13; Junior Class, 8; Master Gunner's Course, 27; Long Course, 41; Electricity Course, 20; Siege Telegraphist's Course, 15; Indian Ordnance Department, 11; Naval Armourers, 8; Candidates Armament Artificers, 26; Wheelers, 82; Smiths, 71; Mechanical Transport Course, 11; Collar Maker, 1; Boys, 32; Machinery Gunners, 29. The instruction includes not only all branches of ordnance work, but chemistry and physics as well. Gunnery lieutenants of the Navy do not appear in the group, but these officers during their Greenwich course spend four weeks at Woolwich.

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BRITISH LIFE-BOATS.—III.

Their Service and Stations.

RAMSGATE.

By C. H. TEMPLE.

AS the years roll on the interest of the people of Great Britain in maritime matters would seem to increase rather than to diminish. More than ever we realise that our destiny is on the sea. Not alone does this apply to our Naval supremacy. Naturally the Navy occupies pride of place in our thoughts and affections—is it not bound up with our prosperity and our perpetuation as a people? But it is not alone in Naval matters that interest is centred. Within quite recent times a new spirit has been developed in the people of this country, and happily, now perhaps more than ever before, there is manifested the keenest desire to learn and understand anything and everything about matters maritime. With a very real apprehension of the forces challenging our national position, we feel that the whole of our present and future well-being as an Empire depends upon our sea supremacy. The maintenance and expansion of Britain's mercantile marine is a necessary corollary of the needs of our world-scattered Imperial race.

Now the growth of our sea-power has a reflex connection with lifeboat work. As all kinds of ships travelling to and from the home ports multiply, so will the need for lifeboat service increase. Fortunately, in these days, risks from disaster at sea have been reduced almost to the minimum, and seasoned voyagers would rather travel by water than journey the same distance on land. While this is true,

CHARLIE FISH.

however, the fact still remains that the winds of heaven can blow very rudely, the shifting sands surrounding our shores are for ever striving to encompass the unwary and unfortunate, and treacherous currents are constantly seeking whom they may devour. Happily, higher-class shipping is comparatively immune from shipwreck, and it is only occasionally that we hear of some tale of disaster, with great loss of life, on our shores. But the thousands of coasters, traders, and fishing craft plying their trade round the British Isles are constantly menaced. To such as these

Photos. Copyright. *Ivy, Brighton*

IN RAMSGATE HARBOUR.

In readiness with the tug, and waiting for a call.

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Photo. Copyright. *Fry, Brighton.*

THE "BRADFORD" AND HER BOYS.

This boat worthily maintains the record established by her predecessors "Northumberland," "Friend," "Bradford No. 1," and "Bradford No. 2."

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when in peril on the sea the lifeboat is a godsend, and many a lonely watcher on wild nights is cheered and comforted by the thought that help is within hail of a blue light should the need ever arise.

Among the long list of boats maintained by the Royal National Lifeboat Institution, numbering in all 286, there are many making a braver show of appearance than the one we are immediately concerned with in this article, but for effectiveness of service and in the all-important matter of life-saving record, the Ramsgate lifeboat is easily found in the very front rank. How eloquently it has demonstrated its usefulness is pregnantly illustrated by this fact alone: Since its establishment it has been instrumental in saving no fewer than 933 lives from the sea. Surely this most admirable record is one of which its sponsors can justly feel proud.

Most readers will remember the situation of the old Cinque Port, and its environment. In the days of long ago it was built as a harbour of refuge, and in that ante-steamship era it proved a real haven of peace to wind-swept shipping in the Downs. The nearest point of the dreaded Goodwin Sands is only four miles away, and another dangerous bank, the Brake Sands, lies within half a mile of the harbour entrance, and when it is further stated that the currents hereabouts are very strong and treacherous, it will be readily understood that the locality has proved a dangerous and difficult one for navigation. But the passage of time has brought with it an evolution in shipping methods, and much of the dreadfulness of this region, which made it notorious in the old days, has passed away with the advent of steam. And further, under a more appreciative and enlightened policy, the sands are now better lighted and buoyed than ever before. Still, in spite of all this, the locality is one calling forth the best seamanship of which our sailors are capable; and as there are yet large numbers of sailing vessels traversing it the need for lifeboat service is constantly being felt.

The present boat is named the "Bradford," having been presented to the station by the generous people of the Yorkshire town of that name. She is a self-righter of the modern type, measuring 42-ft. over all by 11-ft. in breadth, and rows twelve oars double-banked. Placed here in 1893, she has proved herself an eminently serviceable craft. As there is no boat-house at Ramsgate, the "Bradford" is always to be seen riding at anchor just within the harbour, a source of interest and admiration to townsfolk and visitors alike. It is no uncommon sight to see little groups of these latter critically examining her graceful lines as she dips to the wash of the tide, and speculating upon her achievements, past and prospective; and, let us whisper it softly, assisted in their conclusions by many a yarn from the local longshoremen. On those frequent occasions when the "Bradford" puts to sea on her mission of mercy, whenever the state of weather renders it possible she is towed to the scene of operations by the harbour tug, named the "Aid," which is maintained there by the Board of Trade. *Apropos* of the services of this tug, a little touch of local colour is not without amusing interest. Naturally enough, the keenest rivalry exists amongst the men of the different lifeboat stations along the Kentish coast from Margate to Dover, and in a perfectly friendly way, while proclaiming that their own particular boat is the pick of the bunch, they are not slow to depreciate the others. Suggest to the men of Margate, or Deal, or Dover, that the Ramsgate boat seems to be a very useful craft, and at once they will respond patronisingly, "Oh yes she's not a bad sort; but there, she's no use without her nurse; her crew must always take nurse along with them!"

Photo. Copyright. *Fry, Brighton.*

CAPTAIN INSKIP: THE RAMSGATE HARBOUR-MASTER.

Upon whom devolves the duties incidental to the management of the station.

This is a sly allusion to the chaperonage of the "Aid"; it is intended as sarcasm of the finest edge, and is used as the *coup de grace* to all argument which seeks to place the Ramsgate lifeboat on a level with her other Kentish sisters. Maybe the Ramsgate men wince under the suggested reproach, but they never show it. With a straightening of the back, and a stiffening of the upper lip, they point to their boat's wonderful record, and wisely regard that as sufficient answer to their detractors. As a matter of fact, these men are among the finest boatmen in the world, and, apart from extraneous aid, are more than equal to the heavy demands of their difficult calling. Onlookers, while amused at such local rivalries, will not withhold their meed of praise from these men. There must be something noble in their rough, uncultured natures which makes them, year after year, face the possible perils of the sea. True, they are paid for their services, but the money is little enough in all conscience, and does not altogether account for their keenness in and devotion to life-saving work.

The Ramsgate station is unique in this respect, that while the lifeboat, with all her stores and equipment, is provided by the institution, the crew are paid by the Board of Trade. Another singularity of the station is that it possesses no local committee to regulate the affairs of the boat. Fortunately this only serves to emphasise the value of the services of the local honorary secretary. The hard-working official who is called upon to superintend all details—and these are not a few—connected with the station is the harbour-master, Captain Inskip, a kindly and courteous gentleman. Accustomed to the sea all his life, Captain Inskip is certainly the right man for such a position, and one calculated to increase the efficiency of the station. With a roll of some seventy volunteers, some with an experience running into three decades, stories and exciting incidents connected with the working of the station are naturally very numerous; the difficulty is not to relate but to delete.

For instance, no story of the Ramsgate boat would be complete without some reference to the services of old Charlie Fish, who acted as coxswain from 1870 to 1891. As will be seen from the photograph we reproduce, he bears on his breast evidences of prowess and gallantry. There are few men who can boast of being able to wear the gold medal, with clasp, of the Lifeboat Institution, added to three honorary distinctions from the same corporation. This, however, the old coxswain can do. But coming nearer to the present, I will give the experience of the present coxswain, William Cooper. Bluff and breezy in bearing and manner, he is reminiscent of the keen winds which blow upon his native beach—a typical man of Kent and thoroughly representative of the rest of his crew. He has been twenty-nine years in the boat, having spent five years of that time as second coxswain and the last ten as first coxswain, and has had a share in saving nearly 600 lives.

Upon asking him to talk about the past he replied: "It's a hard matter to discriminate when one service is pretty much like another. You see, it's generally rough when we're called to go out, and nearly always the same sort of duty—either passing a hawser to a damaged craft and towing her into safety, or rescuing people out of the rigging. But there's one service I mind well. We had been called to the barque 'Ganges,' which was on the Goodwins, and succeeded in taking on board eighteen persons. But somehow during the operations I got washed out of the boat, and hadn't my belt on either. Luckily it was low tide, and I found a footing on the sand, although my legs would keep sinking nearly to my waist. In the excitement of rescue I was not missed at first, but you may be sure I shouted for all I was worth until they

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heard me, and the boat put back just in time to pass a line and pull me in. Of course it was a very near thing for me, but beyond a ducking and a big fright I was none the worse for the mishap.

"Well, at one time and another, I've seen some heart-rending sights. Our work is not a kid glove business, and we don't mind hard knocks now and again if we can only do some good. But it does make you feel soft when you get near to a wreck to find that you can't do anything to help; when the water is running wild and you see the poor souls dropping one by one from the rigging into the hell of waters beneath; when you can only stand by and offer up a prayer. That sometimes happens. Why, sir, I could go on talking for hours; but perhaps you would like to hear one other little bit that is interesting. It was about four years ago that we were called out to the 'Beacon Light,' a large oil steamer, that was in difficulties on the Sands. When we reached her we had some hard luck, for she rolled on to our bows and smashed them in. We were immediately in a miserable plight ourselves, for the boat filled with water and we were hard at the pumps all night. However, we managed to hoist the sail, and, as the wind was dead against us, I ran for Dover, where we arrived safely, after being twenty-four hours away. But there was terrible trouble in Ramsgate over us, for the tug had been sent to bring us in, and, as they couldn't find us anywhere, on their return they reported that we were lost. But we're all right, and so is the old boat. All I can say is, I hope to make many another service in her."

Photo. Copyright. Fry, Brighton.

COXSWAIN OF THE BOAT.

Bill Cooper, who possesses a fine record of service, having assisted in saving considerably over 500 lives.

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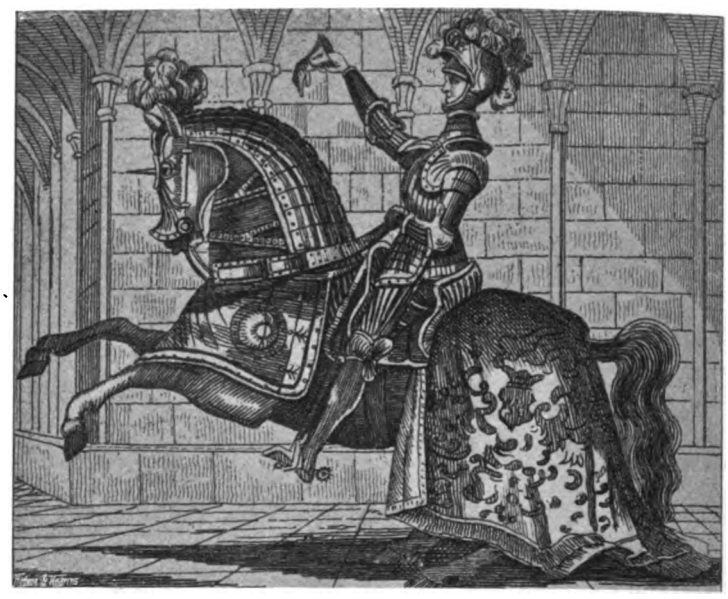
THE KING'S CHAMPION
AND THE
ANCIENT CEREMONY
OF THE
CHALLENGE.

By GEORGE CLINCH.

THE approaching Coronation of the King, which has exercised the public mind for so many months, will unquestionably be one of the most brilliant and notable English pageants attempted within the memory of living people. Yet it is certain, judging from the Royal Proclamations which have already been issued, that certain features of a highly picturesque character—ceremonies sanctioned by ancient custom, and which in the Middle Ages would have been considered essential to a Royal Coronation—will be omitted at the Coronation of King Edward VII.

"The rights or services connected with the parts of the ceremonial heretofore performed in Westminster Hall and with the Procession" were excluded from the consideration of the Court of Claims by the Royal Proclamation "Declaring His Majesty's Pleasure touching His Royal Coronation, and the Solemnity thereof," which was issued at the Court of St. James's on June 26, 1901. Among the ancient customs which will not be retained, therefore, are the Coronation Banquet and the ceremony of the Challenge by the King's Champion.

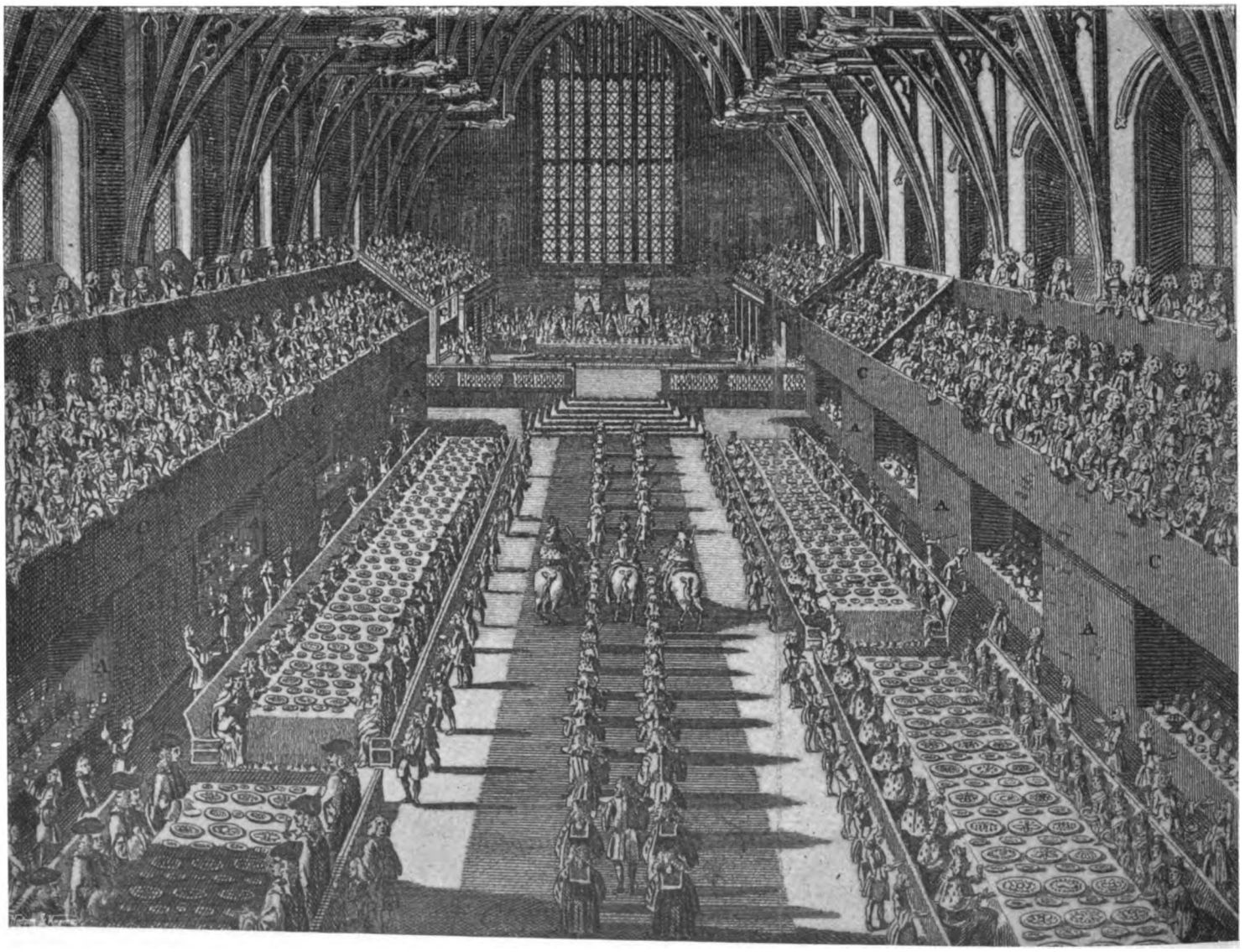
The high and important office of defending the Sovereign's title to the Crown dates from a very early period of English history, and was committed to a man who enjoyed to the full the Royal confidence for physical strength, courage, and skill in the use of arms. The family of Marmion, Marmyun, or Marmium, on whom this important task was imposed, belonged to the Norman nobility who accompanied William the Conqueror to England, and the castle of Tamworth in Warwickshire was bestowed upon them. How soon the task of defending the Royal claim to the throne may have been put into operation does not appear, but the fact that the Conqueror was of illegitimate birth must have made the Championship a matter of peculiar delicacy if it was attempted at such an early date.



THE KING'S CHAMPION.
An interesting and ancient feature of former Coronations.

History does not show that there was a regular Champion of the Kings of England until the Coronation of Richard II.; but even at that time considerable importance must have attached to the strength and skill of a man who was prepared to prove the King's title against the claims, moral or physical, of rival competitors.

The precise functions of the Champion of the King, or *Campio Regis*, are thus set forth in the old legal dictionaries: His "office is at the Coronation of our Kings to ride into Westminster Hall, armed *cap à pie*, when the King is at Dinner there, and throw down his Gauntlet by Way of Challenge, pronounced by a Herald, That if any Man shall deny or gainsay the King's title to the Crown, he is there ready to defend it in single Combat."



THE CHAMPION IN WESTMINSTER HALL.
A unique view of the banquet at the coronation of William and Mary.

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In case no one declared his willingness to enter into the combat, the King drank to the Champion in a gold cup with a cover which was sent to the Champion by the Cup Bearer. The Champion, "retiring a little space, drank thereof, and made his humble reverence to His Majesty and departed out of the Hall, taking the cup and cover with him."

When the Champion made his appearance on Coronation Day he was required to be mounted on one of the King's great coursers, and the various equipments on the occasion of the Coronation of James II. were as follows: "One rich great horse saddle or field saddle of crimson velvet, with headstall, reins, breastplate, and crupper, with daggs and trappings richly trimmed with gold and silver lace, fringe, and great and small tassels, with a pair of very large Spanish stirrops and stirrop-leathers lined with velvet and gold and silver lace, with two girths, and a surcingle, a bitt with silver and gilt bosses; a pair of holsters lined with velvet and laced with gold and silver lace, and a pair of holster-caps, richly laced and fringed suitable to the saddle; one plume of red, blue, and white feathers (of the colours of the three nations) containing eighteen falls with a herne top; one plume of feathers for the headstall and dock; and two trumpet banners of his own arms."

As a fee for his services the Champion received the gold cup and cover already mentioned, the courser with its elaborate and costly trappings, and twenty yards of crimson satin.

The Champion's arms and armour, which were furnished by His Majesty's Armoury, comprised "a fit suit of armour with all things thereunto belonging, a pair of gauntlets with a sword and hanger, and a case of rich pistols; and also a target of an oval form having the Champion's own arms printed thereon, with a lance all over gilt, fringed above and below the handles for his Esquires: all which the said Champion, after the usual ceremonies performed by him, was to re-deliver to the Master General of the Ordnance and Armoury, receiving in lieu thereof such compensation money as was formerly allowed."

Thus gorgeously apparelled, preceded by trumpeters and various officers, the Champion rode into Westminster Hall just before the second course of the banquet was brought in.

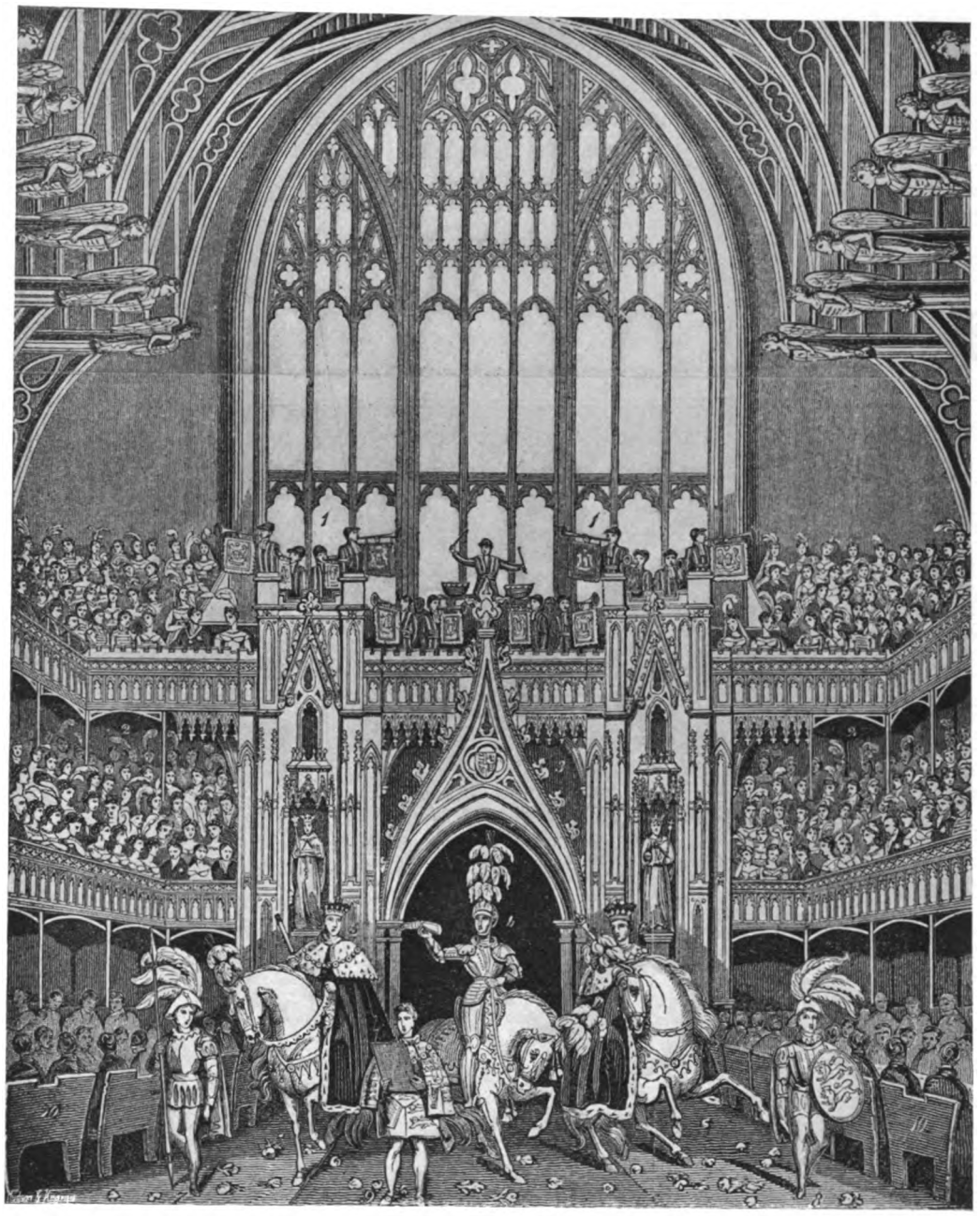
The following is the order of the procession and the ceremony of the Champion on the occasion of the Coronation of James II. as given in the history of that event written by Francis Sandford, Lancaster Herald, and published by Royal command:

The Ceremony.

Before the second course was brought in
Sir Charles Dymoke, Knight,
the
King's Champion.
TWO TRUMPETS,
with the Champion's Arms on their Banners.
THE SERJEANT-TRUMPET,
with his Mace on his shoulder.
TWO SERJEANTS-AT-ARMS,
with their Maces on their shoulders.
THE CHAMPION'S TWO ESQUIRES,
richly habited; one on the right hand with the Champion's Lance carried upright; the other on the left hand, with his target, and the Champion's arms depicted thereon.
YORK HERALD OF ARMS (being the Senior Herald),
with a paper in his hand, containing the words of the Challenge.

The Earl Marshal in his Robes and Coronet, on Horseback, with the Marshal's Staff in his hand.	THE CHAMPION on Horseback, with a gauntlet in his right hand, his Helmet on his Head, adorned with a great plume of Feathers, white, blue, and red.	The Lord High Constable, in his Robes and Coronet, and Collar of the Order, on Horseback, with the Constable's Staff.

FOUR PAGES (richly apparelled)
Attendants on the Champion.



THE LAST APPEARANCE OF THE CHAMPION.

The cortège entering Westminster Hall at the Coronation of George IV., 1821.

The passage to their Majesties' table being cleared by the Knight Marshal, York Herald with a loud voice proclaimed the Champion's challenge, viz.:

"If any person, of what degree soever, high or low, shall deny or gainsay our Sovereign Lord the King, etc., etc., etc., to be the right heir to the imperial crown of this realm of England, or that he ought not to enjoy the same, here is his Champion, who saith that he lyeth, and is a false traytor, being ready in person to combat with him; and in this quarrel will adventure his life against him, on what day soever he shall be appointed."

Then the Champion threw down his gauntlet. The gauntlet having lain some short time, the said York Herald took it up, and delivered it again to the Champion.

Then advancing in the same order to the middle of the Hall (Westminster) the said Herald made Proclamation as before, and the Champion threw down his gauntlet, which after having lain a little time was taken up by the Herald and delivered to him again.

Lastly, advancing to the foot of the steps, York Herald, and those who preceded him going to the top of the steps, made Proclamation a third time, at the end whereof, the Champion again cast down his gauntlet, which, after some time, being taken up and re-delivered to him by the Herald, he made a low obeisance to his Majesty; whereupon his Majesty's Cup Bearer, bringing to the King a gilt bowl of wine with a cover, his Majesty drank to the Champion and sent him the said bowl by the Cup Bearer, accompanied with his assistants, which the Champion (having put on his gauntlet) received, and retiring a little space, drank thereof, and made his humble reverence to his Majesty, and being accompanied as before, departed out of the Hall, taking the said bowl and cover with him as his fee.

It seems probable that in the Middle Ages the Champion rode before the King in the procession, crying, as was put

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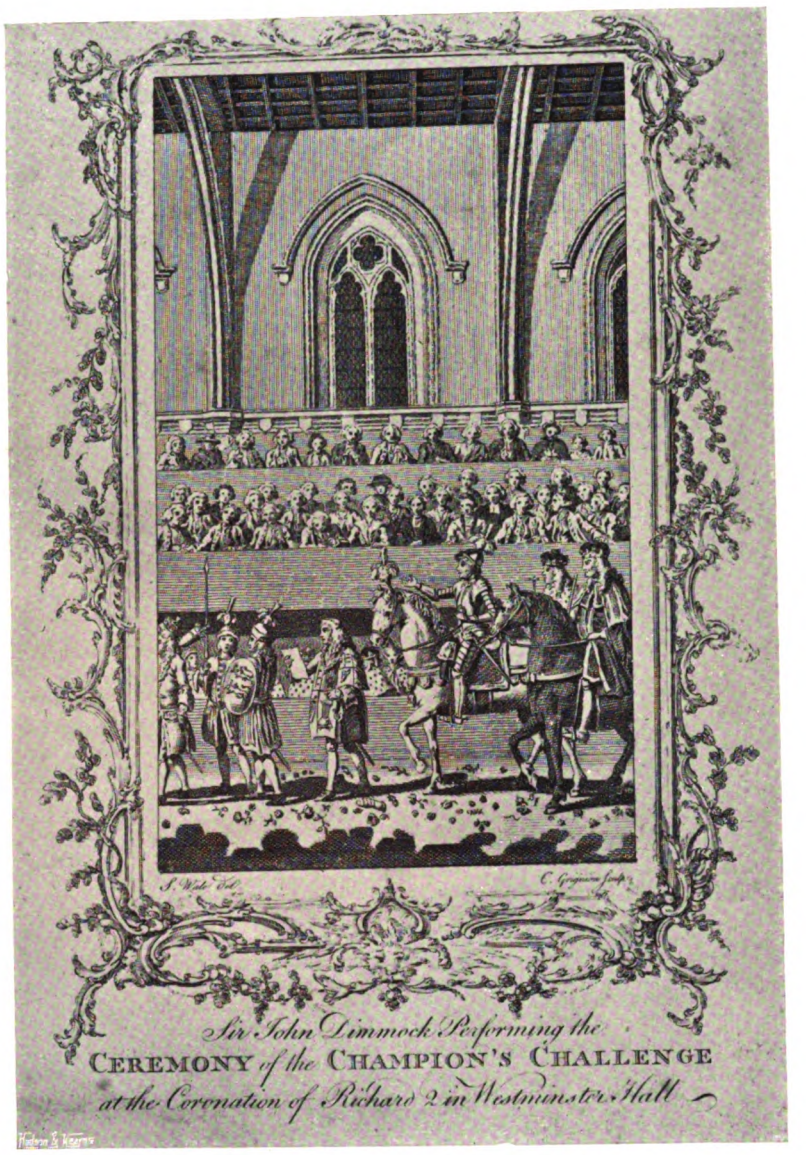
forth in Sir John Dymock's claim at the Coronation of Richard II., "to the people three times together, in hearing before all the people, that if there be any man high or low who will deny. . . . And if none deny, when the procession lasts, or for three hours immediately after the procession, and after the King is anointed and crowned, he shall dismount," etc. In later times, however, and notably on the occasion of James II.'s coronation, the Champion, mounted on horseback, entered Westminster Hall during the Coronation Banquet.

At what period in the history of England the Champion first made his appearance is not definitely known, but, as has been already shown, it seems to be a well-established fact that the office of King's Champion had been the hereditary right of the Marmyon family, who performed its duties as service for their Norman barony of Fontney. Philip, the last Lord Marmyon of Scrivelsby, officiated as *Campio Regis* at the Coronation of Edward I., and upon his death the office descended by marriage to John Dymmok or Dymoke, whose descendants held this interesting office until a few years ago, even if they do not now hold it. Henry Lionel Dymoke, the hereditary Champion of the Sovereign, died in December, 1875.

It seems pretty clear that the office and duties of the King's Champion had their origin in the ancient ceremony of trial by combat, an ingenious method of settling disputed points by an appeal to arms. Inasmuch as this species of trial was decided by the two parties interested, it might be thought a more intelligent method of settling difficulties than that of ordinary warfare between civilised nations, which involves many people who are not interested in the points at issue. The weak point about trial by combat, however, was that the victory in a combat was attributed, not to the possession of superior strength, but to a divine interposition which indicated the justice of the cause.

To return to the King's Champion.

From the year 1377, when Richard II. was crowned, the Championship has been attached to the manor of Scrivelsby, Lincolnshire, and from that time down to the Coronation of King George IV. the Champion has always made his appearance on the occasion of the crowning of English Sovereigns as a distinguished and notable character. After his appearance in 1821, however, his duties and his perquisites became things of the past, and the Champion is now a distant but picturesque memory, tinged with the halo of romance imparted by the magic touch of Sir Walter Scott, pleasant to contemplate after an eighty years' interval, but no longer forming an important episode in English Coronations.


Sir John Dimmock Performing the
CEREMONY of the CHAMPION'S CHALLENGE
at the Coronation of Richard 2 in Westminster Hall

RICHARD II.'S CHAMPION.

Sir John Dymock performing the ceremony of the Challenge in 1377.

NOTES & QUERIES AFLOAT & ASHORE.

"LEX."—"The Chart Guide to Court-Martial," by Major King, to which you refer, contains the chief regulations as to constitution, jurisdiction, etc., of courts-martial in a tabular form. The idea is not novel, for similar tables are to be found in several of the many books on military law. This one is, however, in a handy form for the pocket, and would doubtless be useful to an examiner as a "refresher" just before going in for the ordeal. Should a second edition be called for the author might by a judicious revision of some of the notes make the arrangement clearer, especially as regards references. There are one or two misprints, one of which in particular might prove confusing to one not well up in his law.

* * * *

"P. E. D" (Cape Town).—At any review the Navy, as the senior Service, takes precedence of all other troops. The Marines, when disembarked from a man-of-war, follow as being part of the sea service. It appears, however, that on many occasions, such as reviews in England, where the Marines are stationed at depôts, and as such may be considered more soldier than sailor, they take their relative position and seniority amongst the former as soldiers. I believe that they rank about thirty-second in order of precedence amongst the military troops. Both Bluejackets and Marines always march past to the tune of "A Life on the Ocean Wave."

* * * *

LOUIE HOWARD.—The verses—for there are five, and not one, as you suppose—which begin:

> "A moth-eaten rag on a worm-eaten pole,
> It does not look likely to stir a man's soul,
> 'Tis the deeds that were done 'neath the moth-eaten rag
> When the pole was a staff, and the rag was a flag,"

were written in 1887, by the late General Sir E. B. Hamley, after seeing in Monmouth Church the colours borne in the Peninsular War by the 43rd Foot (now the 1st Oxfordshire Light Infantry). The 43rd was one of the three regiments which formed the "Light Division" in the Peninsular Campaign. The other two regiments were the 52nd (now the 2nd Oxfordshire Light Infantry) and the 95th (now the 2nd Sherwood Foresters, Derbyshire Regiment). It is a mistake to say, as is stated in "The Story of the Army," that Crauford's Light Division included the 42nd; obviously this is a misprint for 43rd.

"THE BLUES."—The Royal Horse Guards, or, as they were originally called, the Oxford Blues, after their first colonel, the Earl of Oxford, were raised in 1661. The regiment consisted of eight troops, the first being "His Majesty's Own Troop." Each troop contained sixty "gentlemen privates," except the King's, which had eighty. At this time each troop of cavalry had its own standard. In the Blues these were of crimson, that of the King's Troop having the Imperial Crown embroidered on it. The regiment has a State standard which was presented to it by King William IV. At the present time each regiment of Life Guards and the Blues carry a King's Standard and three Regimental Standards; the seven regiments of Dragoon Guards have only one standard, and the three regiments of Dragoons one guidon in each regiment. The standards of the 2nd Life Guards and the Dragoon Guards are of crimson damask, those of the 1st Life Guards and the guidons of the Dragoons are of crimson silk. Lancers and Hussars do not carry standards.

* * * *

"TOWER."—The Tower Warders are not the same as the Yeomen of the Guard, although others as well as you confuse them. The full-dress uniform is the same in both cases, but the warders do not wear cross-belts. But there is some reason for the confusion, inasmuch as in the Regulations for the Tower, the Yeomen Warders are described as "Honorary Members of the Body Guard or Yeomen of the Guard." They are on the same footing as sergeant-majors of the Army. As a matter of fact the warders are recruited solely from the non-commissioned ranks.

* * * *

"W. B." (Hounslow).—The building known as the "Horse Guards" in Whitehall was completed, with the exception of the dome and turret, in 1750. It was originally designed as a barrack for two troops of the Royal Horse Guards Blue. The edifice boasted the distinction at one time of being the ugliest building in the metropolis. Now there are others. When used, or partially used, as an appanage of the War Office, Lord Ligonier was Commander-in-Chief, but he did not make it his headquarters; all his orders were dated from Knightsbridge Barracks. The Secretary of State for War, however, issued orders and warrants from Whitehall.

THE EDITOR.

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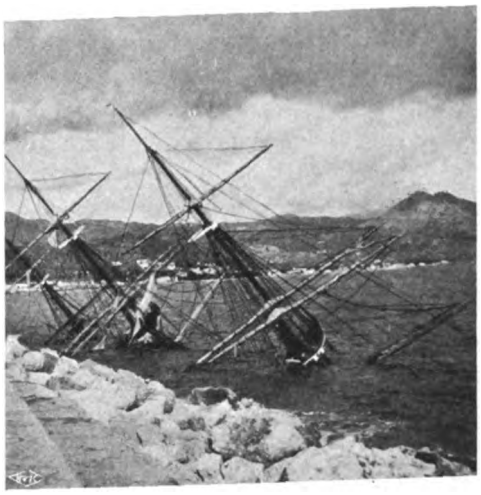
THE MARKET-PLACE, ALEXANDRETTA.



A WRECK AT MALAGA.

ROUND THE WORLD.

Per Mare, Per Terram.

By UBIQUE.

THE South African War has brought honour to both British and Boers. The conclusion of it brings no less satisfaction to the world at large. This is the the only aspect of the peace which shall be referred to in this place. While in this country we are rejoicing at the conclusion of hostilities and the accomplishment of object for which they were undertaken, our friends on the Continent are looking on generally with gratified feelings. Noisy agitators, it is true, are yet doing their utmost to stir up virulence against us, and, indeed, Continental nations may not be pleased to see our prestige enhanced, but not one of them has gained anything through our energy and resources being absorbed by the war. On the other hand, the peoples of every country have been losing more or less by its continuance, and will welcome a financial recovery. The feeling has grown, though it is rarely expressed, that, amid the fluctuations of international policy on the Continent, it is good for the British Empire to be at peace and to be friendly, and it is pleasing to find in the States of Europe a recognition of the fact that our position is much stronger than before, and that respect for the British Empire has not only revived, but is enormously increased. At home we must admit that the Foreign Secretary has contributed largely to this enhancing of our reputation, and that his forcible reply to the German Chancellor had a very beneficial effect. It is therefore supremely gratifying to know that the Continent at large welcomes that outcome of the war which has long been recognised to be inevitable, and that the enthusiasm of the British people has its echo in other lands.

THE Pan-German agitation is still absorbing attention in Austria, where it is taken, one may suspect, somewhat too seriously. Those who denounce it seem to apprehend that, sooner or later, the effect will be to reduce the Emperor of Austria to a level with the King of Bavaria or Würtemberg. There certainly exists a strong party, with a powerful organisation, working towards such an end, which is using the so-called religious movement described as the "Los von Rom" for its purposes. But the time has gone by when racial movements can weigh in the scale against political necessities, and it was in response to the necessities of the European situation that the Austro-Hungarian Empire took shape. No wave of popular enthusiasm for racial union can break down the barriers which have been raised. There is, in fact, no more practical vitality in the Pan-German movement than in the Pan-Slavonic agitation. Difficulties do, indeed, surround the empire of Francis Joseph, but those who think that Germany will profit by Austrian weakness, or by the demise of the Emperor, are likely to be disappointed. The strong sense of the German ruling classes does not favour this propaganda, which there is the best reason to believe presents for dangers for the Dual Monarchy, and therefore none for the balance of power in Central Europe.

WHATEVER may be the immediate outcome of the situation in Central Africa, it is becoming increasingly evident that a force of considerable fanatical fighting power has arisen there, and that we, almost as much as the French, may yet have to reckon with it. Up to the time of writing no news has been received of Colonel Morland since Mr. Wallace, Deputy High Commissioner, parted from him at Bauchi. His march thence to Lake Chad was through a country practically unknown to British officers, but he had with him fifteen white officers, two doctors, 400 of the West African Frontier Force, and four guns. It does not appear that there is any real cause for anxiety, for the hostility of the black races of that region would present no serious difficulties. It can only be when Arab fanaticism is encountered that the opposition will be severe. In the recent French fighting at Bir Alali a new character was observed. The Senoussi Arab tribesmen disputed the advance with desperate vigour. Instead of flying, like the blacks, they resolutely charged the French troops in square, and allowed themselves to be exterminated. Evidently a spirit very like that which moved in the Egyptian Soudan after the fall of Khartoum has been stirred. It is not likely that Colonel Morland has met with similar opposition, but the development of affairs in that region will need to be observed with great vigilance, and the settlement of the country may well demand a much more considerable force in the neighbourhood of Lake Chad than either Great Britain or France, at the present time, can dispose of. Colonel Destenave is very seriously handicapped in that matter, and it is scarcely possible to believe that the French intend to prosecute hostilities there with great vigour. They are more likely to attempt to pacify the Senoussi, and if we are to effectually occupy our own regions in the presence of Arab hostility, it must be done with more considerable force than is now at Colonel Morland's disposal. As a matter of fact, his expedition was one of exploration rather than of definite settlement.

IT is much to the credit of Chili and Argentina that they have made an effort to come to terms, and have constituted King Edward general arbitrator in their dispute, while they propose a limitation of naval armaments and a settlement of the frontier. The advice of the Powers appears to have had greater weight with them than was anticipated in some quarters, and if President Roca is able to curb the unreasonable aspirations of the Argentine people he will do much to perpetuate peace in South America. There is no real cause of quarrel, but the wish for dominance still exists. The fact, however, that Argentina faces the Atlantic and Chili the Pacific, and that the great range of the Andes lies between them, should establish a reason for friendly relations. The Chilians will not, however, tolerate interference in what they regard as their own sphere, and it will be for Argentina to give guarantees in regard to her formidable armaments, which have been taken as a menace, and the completion of

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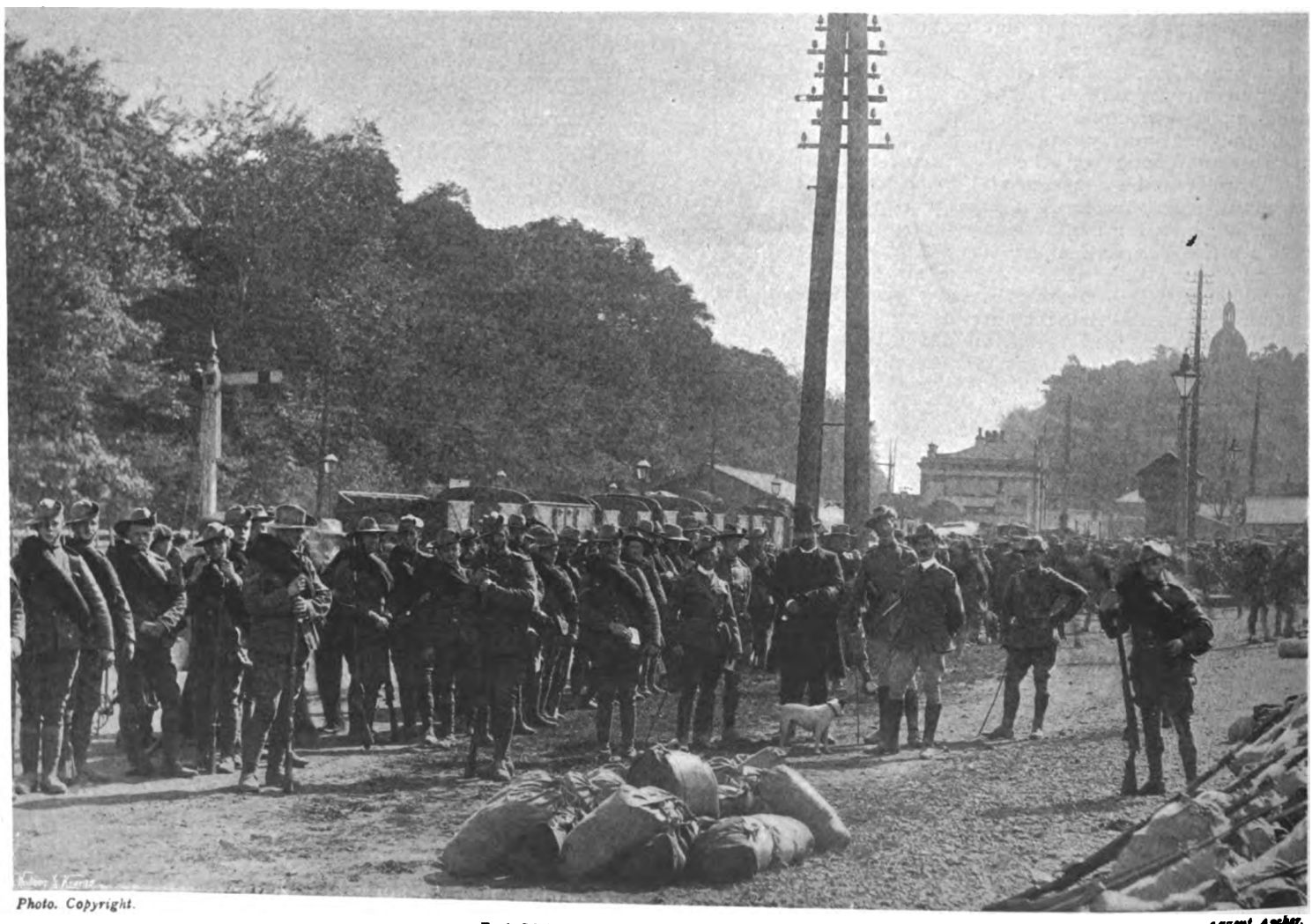
which many Chilians have thought it would be well, by a precipitation of hostilities, to forestall. However, the decision adopted is likely to ward off for some time to come a conflict in that part of the world, and it is gratifying that King Edward should be called upon to arbitrate between the claims of the rival powers. If pledges, often repeated, mean anything, the period of jealous suspicion is at an end, and Chili will cease to attempt to subvert the influence of Peru and Bolivia, while Argentina will no longer seek to undermine the position of the rival power in the Pacific. This is a state of things which British financiers will welcome. There has been too much of adventurous policy for stability.

THE American troops in the Philippines have been attacked by their countrymen with even more virulence than our own troops were by the strongest partisans of the Boers in the earlier days of the war. The utmost cruelty has been alleged against them, attributed by slanderous tongues to the supposed brutalising effect of war. That some of their officers have not shrunk from the extremities of war is certainly true, and General Chaffee, commanding-in-chief, could not approve the acquittal of two of them who had been convicted of ordering the execution of Filipinos without trial. But, without lending his countenance to such enormities, President Roosevelt has sustained the Army against the gross charges heaped upon it. He is well aware that General Chaffee's officers are pursuing the rigorous methods of warfare practised by Grant, Sherman, and Sheridan in the war of 1864-65. Great was the pressure brought upon Lincoln at that time to stay their hands, but he stood firm while Grant was strewing the battlefields of Virginia with 200,000 killed and wounded Union and Confederate soldiers; he permitted the shooting and hanging of deserters, and he allowed Sheridan to devastate the valley of the Shenandoah and Sherman to sweep the Atlantic States of the Confederacy with destruction. We have never practised in South Africa one-tenth part of the rigour displayed by those soldiers, nor probably have the Americans in the Philippines gone anything like so far. They will, perhaps, now be prepared to do a little more justice to the Spanish methods in the fighting both in Cuba and the Philippines before the war of 1898. In the end the military means of the American Civil War justified themselves, and probably when peace has been established in the Philippines, and some few barbarous acts have been punished, it will be acknowledged that a strong policy in administering the methods of war was the soundest to pursue. In an American General Army Order (No. 100) the principle is laid down that: "The more vigorously wars are pursued the better it is for humanity; sharp wars are brief."

AN INTERESTING DEPARTURE.

DOUBTLESS in years to come this illustration will be considered of greater interest than many other far more striking ones descriptive of the departure of troops for South Africa. It shows the last detachment of troops to leave for the front before the declaration of Peace, the troops being the 39th Company Imperial Yeomanry, and the photograph here reproduced was taken at Farnborough Station just before they entrained. The only figure in civilian clothes is the Right Rev. Bishop McLaglen, D.D., whose son, the tall figure standing on the right, is an officer in the 39th Company Imperial Yeomanry. Curiously enough, Bishop McLaglen has relatives who have fought on both sides, and he can claim the redoubtable General De Wet as a cousin.

The London and South Western Railway Company did wonders during the war in the way of despatching thousands of men, together with horses, guns, and stores, to Southampton, and the whole of this huge troop traffic was worked practically without a hitch and was accompanied by entire immunity from accident. The departure of troops from Aldershot Camp was fairly evenly divided between the Aldershot stations proper and that at Farnborough, but in future Farnborough is to be considered as the main entraining point of the First Army Corps. This is as it should be, for Farnborough is situated on the trunk route to Southampton. Three years ago Farnborough was a wretchedly equipped station in every respect for such an important strategic centre, but the South African War led to its being provided with greatly increased accommodation in the way of troop-train sidings, platforms, etc. The matter is not to end here, however. Before long the company will be in possession of a four-track railroad between London and Southampton, and among the improvements which this great engineering undertaking is destined to carry with it is an entirely new Farnborough Station, which will enable the whole Army Corps to entrain thence within a day.



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LAST BUT NOT LEAST.

The 39th Company Imperial Yeomanry entraining at Farnborough a few days before the declaration of Peace.

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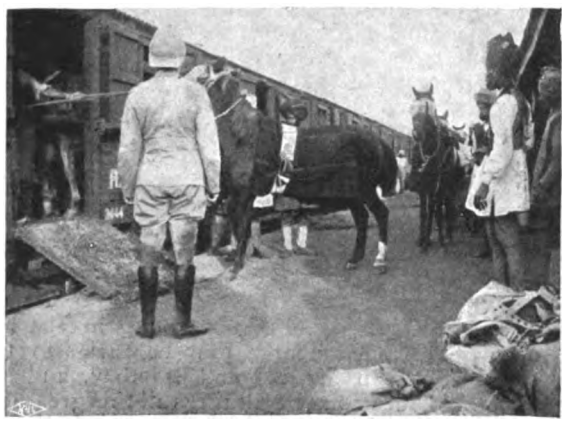

ENTRAINING.
An obstinate colt.

DETRAINING.
Objects to leave his quarters.

THE VET ON HIS ROUNDS.
Removing a stone.

UNLOADING BAGGAGE.
Now then, altogether.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By Captain Owen Wheeler.

BY a happy and only partly studied coincidence we are enabled, on the eve of the Coronation, to study a very impressive and gratifying statement of the condition of India as disclosed in the recent Budget debate in the Viceregal Council. My readers need not be in the least afraid that I am going to dive at all deeply into the details of the debate in question. It is only at very wide intervals I can myself feel enthusiasm on the subject of any sort of Budget, except one that reduces my own prospective payment of income tax; and although I am very glad to learn from a *Times* leader that this particular Budget debate "moved on a high plane," it is not to my purpose, as writer of these notes, to soar to similar altitudes in search of detailed facts and figures. But in much that Lord Curzon said in reviewing the financial situation there was not only matter of solid interest, but a very significant reminder of the connection between India and the great event which the Empire is about to celebrate.

Of course it is pleasant, incidentally, to learn that the Indian Budget for 1901-2 shows a surplus of more than four and a-half millions sterling; but this is not the place to discuss figures of this sort closely. Nor need we argue here whether this is a surplus sufficient to warrant a remission of a taxation under which the native Indian does not groan one-tenth as much as some would have us believe, or whether it is only a moderately safe margin in dealing with a gigantic population liable to tremendous freaks on the part of Nature. What seems to me more calculated to interest the readers of Navy and Army Illustrated, especially in the week preceding the appearance of this journal's Coronation Number, is a brief reference to Lord Curzon's remarkable outline of the part which India has recently played in connection with the maintenance of the Empire in South Africa. In previous instalments of these notes I have endeavoured, in a spirit of caution, to draw attention to the reverse side of the picture, and to indicate the risks that we run in drawing too freely upon resources which at any moment may themselves be severely strained by local emergencies. But to-day it is well to put that aspect of the case a little in the background, and it is permissible to dwell with genuine pride and gratification on what India, single-handed, has done in the past three years to demonstrate her connection with that Empire of which she is, and always will be, in many senses the greatest Dependency.

India, to quote a categorical statement, "sent 13,200 British officers and men to South Africa, with more than 9,000 natives, principally followers. To China it sent 1,300 British officers and men, nearly 20,000 native troops, and 17,500 native followers. In these two wars India has sent out 21,000,000 rounds of ammunition, 114,000 projectiles and shells, 11,000 tents, 11,000 sets of saddlery, 315,000 helmets, 169,000 blankets, 290,000 pairs of boots, 42,000 tons of fodder and rations, and 940,000 garments of various descriptions. These articles have not been required either wholly or mainly for the troops in India. They have been ordered for Imperial purposes, and the whole of them were manufactured in India."

A remarkable statement indeed, and one which will add a vastly increased significance to the presence of the representative Indian Contingent at the Coronation. There is all the difference in the world between potentialities and fact in such matters as prompt and substantial aid in a momentous emergency, and, as the Indian troops go by in the procession, we cannot too clearly keep in our mind's eye the circumstance that this goodly company is emblematic not only of what might be, but of what has been and is. For, although the native soldier was not permitted to strike, as right willingly he would have struck, a vigorous blow in South Africa, it was his efficiency and loyalty that enabled British troops to be spared from India at one of the most critical points in our latter-day history. Moreover, what he was prevented from doing in Africa he did do in China, maintaining the credit and the dignity of the British Army in a fashion which neither we at home nor our friends on the Continent are likely to forget. Indian Contingents there had been aforetime for warlike as well as for "demonstration" purposes. Lord Beaconsfield brought Indian troops to Malta in 1878 to prove his favourite proposition that "India is an Asiatic Power"; Indian cavalry were present at Tel-el-Kebir in 1882; and Indian infantry garrisoned Suakin in 1885-86. But the Indian Army was never engaged to such clear Imperial purpose as in the three years preceding the Coronation of King Edward VII., and it is well to keep that fact strongly in evidence during the few short weeks which the present Contingent will spend in our midst.

But the progress made by India of late, even in a military direction, has been by no means limited to rendering the Empire assistance in time of need. In Lord Curzon the country has found an administrator of a type which, if perhaps it might have proved out of keeping with some of the epochs by which the history of British Indian rule has been marked, has been, at all events, admirably adapted to contemporary requirements. It is not unlikely that, on examination, several of Lord Curzon's innovations will be found to have been only possible because his predecessors proceeded on totally different lines, and, in justice to the latter, this argument should

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be borne in mind. Let us take, for example, the apparent discovery that a "policy of blockade" is more effectual against a troublesome border tribe than a punitive expedition. No doubt it has proved so in the case of the Mahsuds, but there is a good deal to be said, nevertheless, for the prompt vigour with which former punitive expeditions were conducted, and it is an open question whether, if those expeditions had not taught the borderland that the Indian Government could and would strike to some purpose if it wished to do so, the Mahsud blockade would have been maintained so comfortably and cheaply as it was. The blockade, too, was diversified by certain incursions which, although pleasantly alluded to as mere "counter-raids," were uncommonly like small punitive expeditions on a lower plane.

Still, the fact that Lord Curzon was helped by the work of his predecessors to do this, that, and the other in the way of original and sometimes highly effective performance, coupled with the likelihood that to men situated like Lord Lawrence and Lord Northbrook many modern methods were altogether out of the question, does not detract from the present Viceroy's merit as the right man in the right place at the right moment. To him, again, much direct credit is due for expediting such great and long-looked-for measures of military reform as the creation of a real transport service, the construction of light frontier railways—I can remember these as "burning questions" at least twenty years ago—the further infusion of warlike races into the Madras Army, and the addition of large numbers of officers to the Indian Staff Corps. Here, if Lord Curzon has not been a creative, he has been a stimulative, force, and stimulus is always badly needed in the Shiny East. It is true that seldom does the Anglo-Indian sink to the level of the Spaniard, with whom "to-morrow" is the proper time, especially in the Colonies, for doing anything. But there is a vernacular equivalent to the familiar *manana* of the Spaniard in the Hindustani *jane do*, which means "let it pass," and which enters rather frequently into the policy of some Anglo-Indian administrators, more especially those with a long and rather tedious Indian career behind them.

For myself, I like to look at Indian progress now and then in the light of old-world comparisons, a process of illumination specially effective at great historical junctures. I have been talking of the help that India has lent the Empire in South Africa and China, of the representative Indian Contingent in the Coronation procession, and of the grooves of advancement and prosperity along which the great Dependency has been advancing to a four and a-half million surplus and other glories. That is goodly indeed, but goodlier still if we look back nearly four centuries to the early British settlements in Madras and Bombay, and see from what feeble, what precarious, beginnings all this greatness has been evolved Some day, perhaps, I may be allowed to tell in these pages the story of those settlements, and the lusty fighting there was connected with them; how stubbornly the British traders held their own; and how later, in 1686, when a Nawab of Bengal issued an order confiscating the British factory at Hughli, the merchants, led by Job Charnock, retreated down the river and laid the foundations of the original Fort William. Lord Curzon has done much for India and for the British Empire, but I question if, taken all round, he will ever do so much for either as Job Charnock did in bringing to birth what is now Calcutta, less beautiful and interesting, perhaps, than Bombay, but still in many ways the greatest of all the cities of the Shiny East.

CONVOY DUTY.

THE least pleasant part of the cavalryman's duty is convoy work. Nothing is more trying to man and horse than to be obliged to keep pace with the slow-going, heavily-laden baggage animals. Even when the excitement of an attack comes, the fighting seems of the most one-horse description. Men get killed and wounded without having a ghost of a show for their money, and the attackers nearly always get off, as the convoy cannot pursue. Generally speaking, the attackers leave a few of their number behind, but except they be in overwhelming numbers they inflict little damage on the army. A few fighting men killed—a few unarmed drivers killed—such is the fortune of war, where stoicism and indifference to danger must become a second nature. Again, the convoy has more than a usual share of "sniping," that most unsportsmanlike of all the games of war. No man can quite keep his equanimity, though, of course, he pursues his steady ordered way, when for hour after hour, mile after weary mile, bullets come whizzing past him from unseen sources. Luckily the range is generally a long one, and though the aim is good and steady, the length of range renders sniping comparatively innocuous, even though the sniper be an A1 shot, and one who never intentionally wastes a round.

"A convoy should *never* be surprised. If *I* were in command *I* should take such steps as would render *my* convoys absolutely proof against surprise." So speaks the arm-chair tactician, who probably knows just enough to distinguish between a battalion and a beefeater, and whose warring is done in a comfortable arm-chair in a cosy study. As a matter of fact, all precautions are taken. Advance and rear guards are carefully placed, flanking parties put out, scouts on all sides, and each height is crowned before approach. The men who carry out these duties are old and tried soldiers whenever such are available, as is generally the case in India. Notwithstanding all these expedients, experience shows that a bold enemy will find his opportunity to attack, especially in an unknown or little known country, and in such countries most of our Indian little wars take place. Look at the rugged hills in our picture. It is easy to conceive how the rolls and folds of these can conceal an enemy accustomed from childhood to hill warfare, although the scouts be lynx-eyed and wary as hares. The necessity of passing narrow ravines, the absence of any road or track, and the favouring cover of rain, snow, or darkness, all give the man who knows the country the opportunity he wants.

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THE ENEMY IN SIGHT.

An Officer sending a despatch to the rear.

Our picture shows an advance scouting and reconnoitring party and a support of the 9th Bengal Lancers (Hodson's Horse). It is evident that each man has his "weather eye lifting" and is fully keen on his duty. Notice the folded lance pennon, folded not to attract attention. The spear points are also greased, to keep the glint of the sun from causing the burnished metal to gleam.

Every precaution is taken to obviate being "spotted" by the enemy; but such a clumsy and slow-moving thing as a convoy can no more avoid observation by a vigilant enemy than could a battle-ship escape notice in broad daylight at sea. The roads or tracks pursued by these convoys gradually become so bad that wheeled traffic has to be abandoned altogether. Even while the wheels are being used the only difference between the "road" and the surrounding country is that the former is rather more stony than the latter. As the main body advances good roads are made and the hills are made available for wheels by well-laid roads at negotiable gradients. Posts are established, and, as far as communication between the front and the base goes, things are made less unpleasant for the hard-worked cavalry

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THE WIDE, WIDE VELDT.

[ANECDOTES AND PEN PICTURES BY A WAR CORRESPONDENT.]

WE are able to publish this week pictures of more than common interest, since they bring vividly before us the events of the last six weeks which have resulted in a termination to this long-protracted war. The first is of peculiar interest, as in it we find portrayed, in the person of Mr. Schalk Burger, the representative head of the Transvaal Government, which Mr. Kruger left behind to battle for the life and independence of the Republics. Mr. Schalk Burger had played, even before the closing issues, an important part in the politics of the Transvaal. He was first President of the New Republic on the Swaziland Border during the few months of its existence, and afterwards, as a stalwart Progressive, ran Paul Kruger very close for the actual Presidency in Pretoria. At the outbreak of hostilities he joined the Natal invasion as a "vetch general" (acting general). But Schalk Burger was rather a politician than a soldier, and it cannot be said that he ever distinguished himself in the field. When the late Commandant-General Joubert "went sick" after his expedition down to Mooi River in November, 1899, Schalk Burger was entrusted with maintaining the investment of Ladysmith. It was during his tenure of the chief command at Modder Spruit Camp that the Boer guns were destroyed by sorties by the invested garrison. From this period until he took over the reins of government from the absconding Kruger, Schalk Burger held but insignificant commands.

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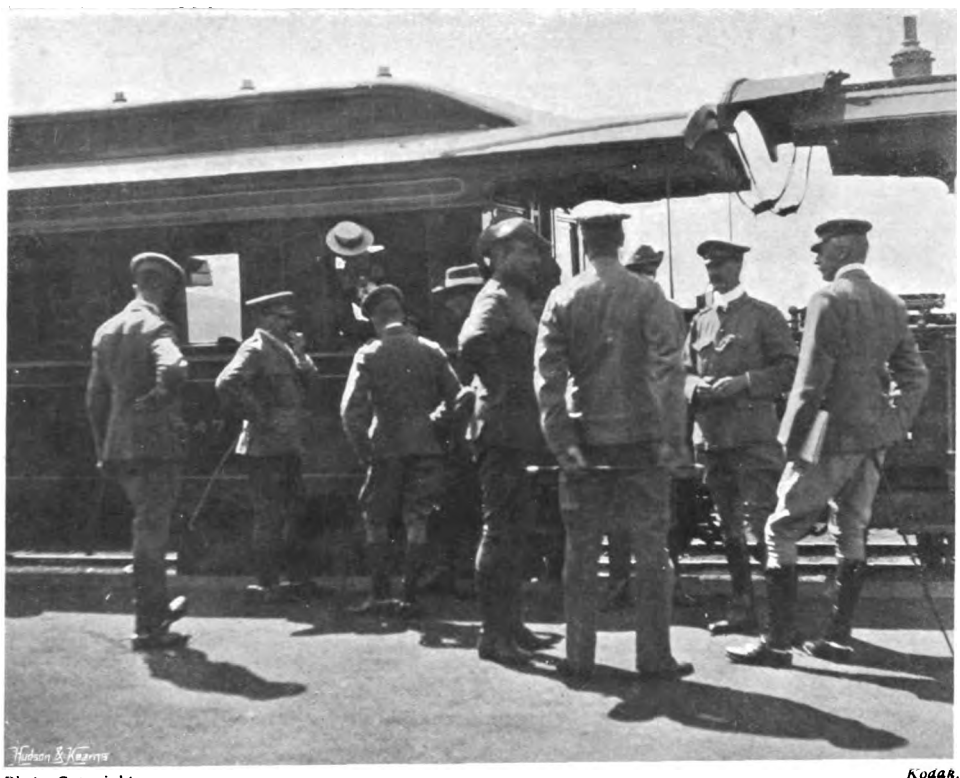
GENERAL AND ACTING PRESIDENT.

Schalk Burger speaking to ex-Assistant State Attorney Jacobs.

The second picture gives us a glimpse of a man of quite another type. This is the great Louis Botha, who has been the mainstay of the Boer resistance since the day that he took over command of Lukas Meyer's commando outside Ladysmith on the fateful morning of "Mournful Monday." The best description of Louis Botha that we have seen is to be found in the recently-published volume of the "*Times* History of the War." "Of striking appearance, cultivated, a born leader of men, Louis Botha from this day forward became the idol of the younger burghers, though it was not before another series of coincidences enabled him at Colenso and Spion Kop to show his capacity for generalship on a large scale that the elder Boers, whose superstitious reverence for age almost equalled that of the British, forgave him the crime of being but thirty-five years old." It is interesting to see this young man, who for two years has been the mainspring of the Boer cause, standing in the centre of a group of British officers. It is interesting to note the simplicity of his dress, his only badge of office being the tiny silver-plated emblem of the defunct Republic buckling back the brim of his soft felt hat. But it must always be remembered that Louis Botha was more than a simple-minded farmer. He was, as the *Times* historian says, a "cultured" man. He was a politician of no mean order, after the Boer type, which means a man of business capacity, to which was added a wonderful power of selecting a country suitable for military operations, a fact which has been well endorsed by all the foreign officers who took part in the war on the side of the Boers.



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"LET US SHAKE HANDS."

General L. Botha in conversation with General Lyttelton and Staff at Newcastle Station.

Photo. Copyright. "Navy & Army."

"AFRICA FOR THE AFRICANDERS."

Reitz saying good-bye to one of the escort before leaving Balmoral.

The last illustration is also of peculiar interest. In the first case the man in the carriage is Mr. Reitz, late State Attorney of the Transvaal. An Africander of the most pronounced type, the man who, indirectly, is responsible for this war, there is every evidence to show that ever after the disaster of 1881 Mr. Reitz had cherished the ambitious hope of seeing the realisation of the motto "Africa for the Africanders," which in plain English may be interpreted "South Africa for the Dutch." During his spell as President of the Orange Free State, and through the period of his judgeship in Pretoria, Mr. Secretary Reitz always worked for this one end, and there is not a shadow of a doubt that when he signed the draft of the "Kruger ultimatum" two and a-half years ago, he firmly believed that his ambitious scheme was on the point of being realised. But it can be said in favour of Mr. Reitz that he has remained loyal to his convictions up to the eleventh hour, and has buoyed the burghers with hope, even when hope had been relinquished by all other pillars of the late Republics.

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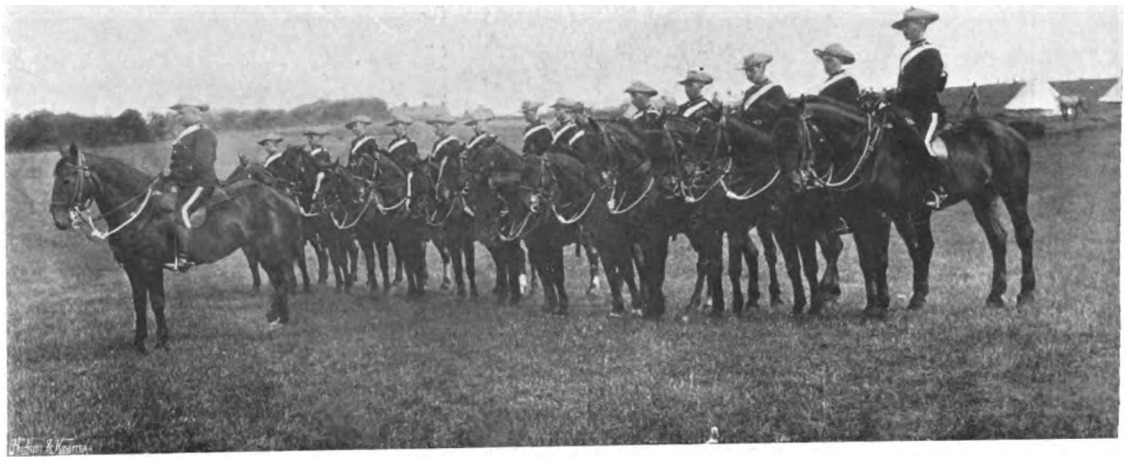
THE EARL OF CHESTER'S YEOMANRY.

THE MUSICAL RIDE.
Taught in three lessons.



SMART AND STEADY.
The Arley troop parades.

Photos. Copyright.

THE ETON TROOP IN CAMP.
The regimental sergeant-major receives orders.

Martin.

A POWWOW OF JUDGES.
The Duke of Westminster decides a knotty point.

UNDER CANVAS AT OAKMERE CAMP.

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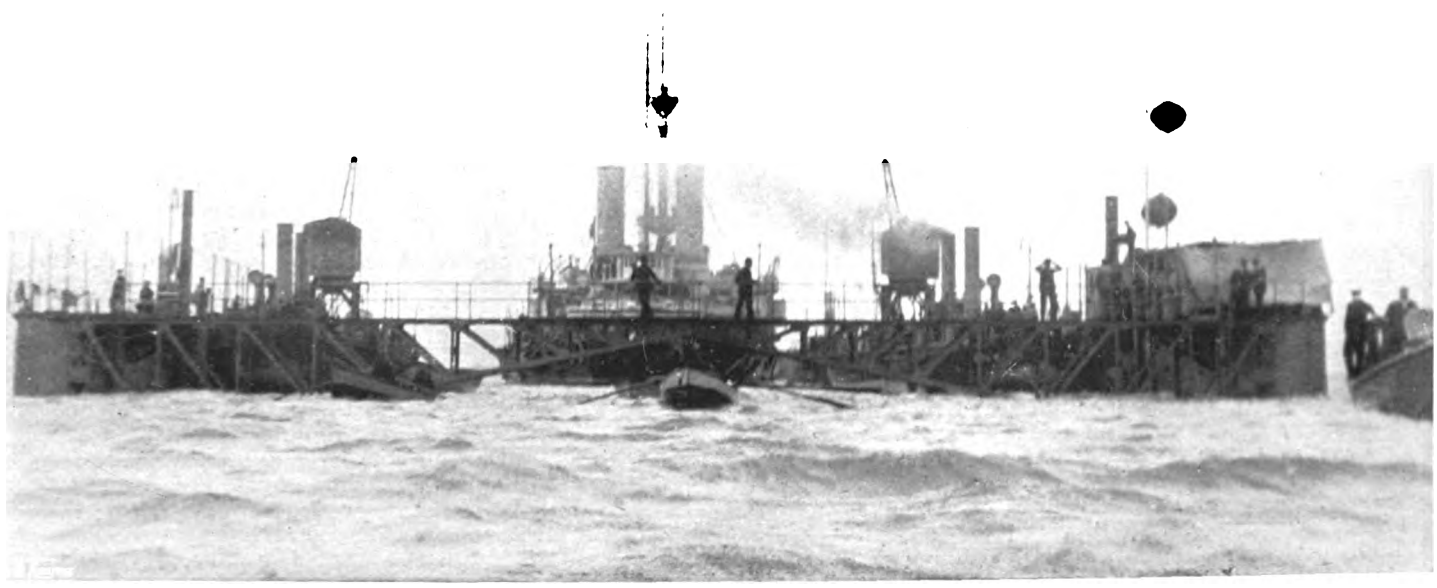
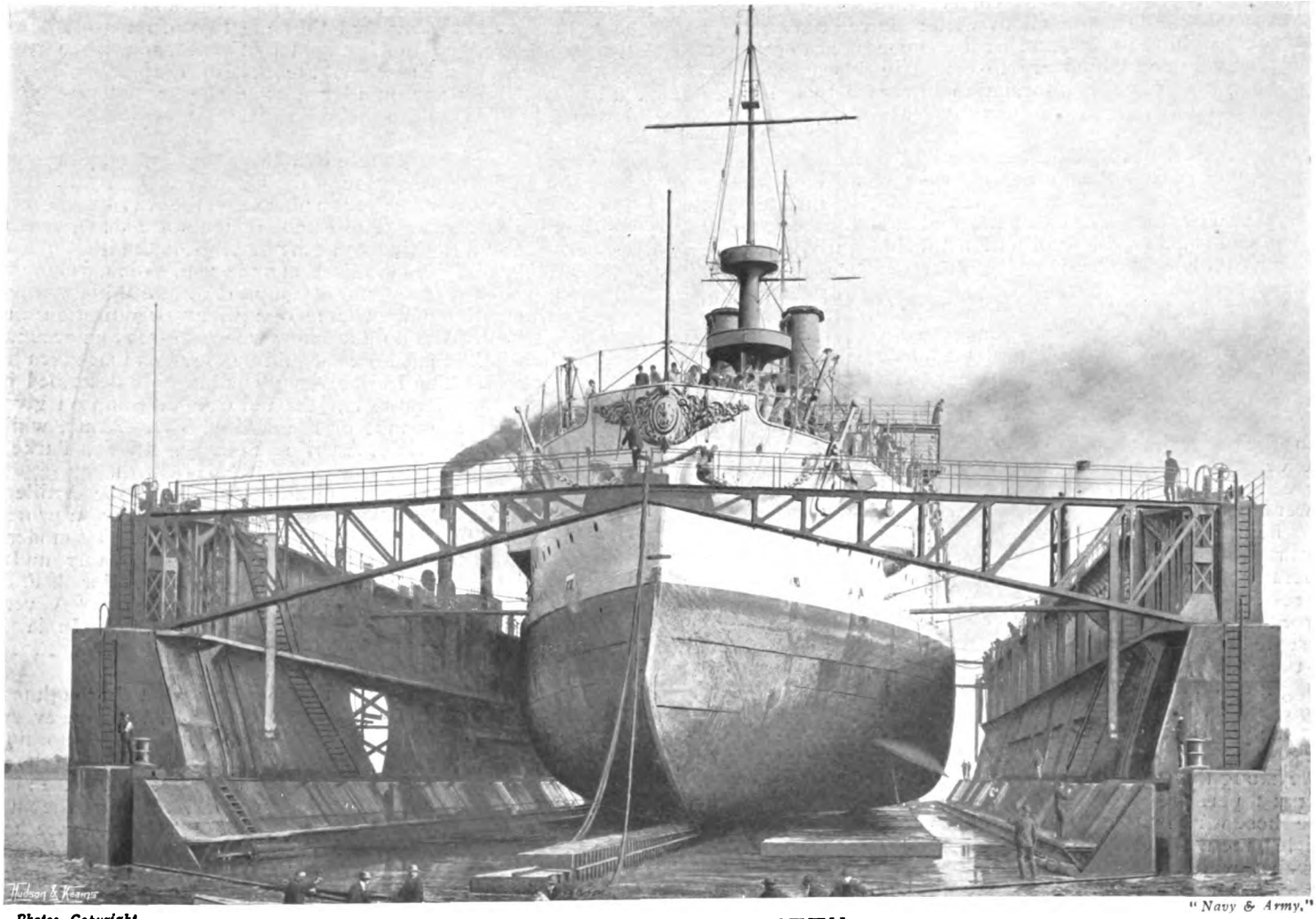
GIANT FLOATING DOCKS.



THE NEW BERMUDA FLOATING DOCK.

Testing the dock in the Medway—the "Sans Pareil" about to be raised.



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AN AMERICAN VARIETY.

The United States battle-ship "Illinois," after being lifted at Algiers, La.

The recent testing of the new Bermuda Floating Dock in the Medway has stimulated public interest in these massive appliances, and it gives us great satisfaction to be able to accompany our picture of the experimental lifting of the "Sans Pareil" with one showing the same process completed in the case of the United States battle-ship "Illinois," which was recently docked in the same manner at Algiers, La. The magnitude of the operation will be appreciated when it is noted that both ships are of about 11,000 tons displacement, and were docked with guns, armour, and stores in position. The extreme lifting capacity of the Bermuda Dock is 17,500 tons, that of the dock at Algiers 20,000 tons.

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THE ENCYCLOPÆDIA BRITANNICA.

THE publishers of the *Times* and Messrs. Adam and Charles Black are winning the gratitude of all students of modern things and of the subjects of modern enquiry by producing the "New Volumes of the Encyclopædia Britannica." They are a supplement to the existing twenty-four volumes of the ninth edition, but in many ways are very well calculated to stand as an encyclopædia in themselves. There seems to be no point in the whole range of the modern developments of art, science, history, literature, biography, sociology, industry, commerce, discovery, invention, medicine, or surgery, which they do not touch. What is particularly commendable to those who wish to purchase the book is that the whole eleven volumes are expected to be out within a year, whereas the publication of the ninth edition extended from 1875 to 1889. While that edition sought something of historical perspective, and dealt a little meagrely with things then actually current or recent, the additional volumes strive to be thoroughly and exhaustively up to date. Here, for example, we have an account of the successes of M. Santos Dumont, and a picture of his balloon; even some recent caricatures from *Punch* and other papers are included; and in another sphere is a statement of the war-ships of the world almost up to the present time. Such things may suggest how great is the versatility and modernity of the book. The reason for this change of policy is found in the twentieth century point of view, and in the extraordinary changes which have passed over the world within the last twenty years. The first of the new volumes was published on May 2, and the second on May 30, and they bring us down from "Aachen" to "Chicacole."

These names of places serve to remind us that the treatment of various countries is particularly thorough. Here we have Austria-Hungary, Belgium, Afghanistan, Africa, Abyssinia, North and South America, Baluchistan, Basutoland, and, not least, the British Empire itself. Sir A. C. Lyall, Dr. Scott Keltie, Professor A. H. Keane, Sir T. H. Holdich, Professor W. M. Davis of Harvard University, and a great number of other excellent writers have been engaged upon this part of the work, and we are encouraged to say that the eleven volumes, which are to complete this supplement, will be a perfect mine of information in regard to the states and countries of the world. Biography is also a strong feature, and Sir Donald Mackenzie Wallace, one of the editors, Sir A. C. Lyall, Mr. Frederick Greenwood, Mr. Leslie Stephen, Mr. Edmund Gosse, and other not less competent writers have done justice to Abdurrahman Khan, Alexander II., Alexander III., Lord Beaconsfield, and many more. These two volumes abound in information touching arts, sciences, religion, philosophy, and every other sphere of human thought, feeling, and activity.

A very timely survey of recent political progress prefaces the second volume, and is from the sagacious hand of Mr. Edward Dicey. In an encyclopædia like this it may be well to brush away some of the dreams that have clouded our conceptions. It is pointed out that the German War, which arose out of a claim for dominance, was utterly irreconcilable with the theory that modern civilisation, the advance of science, and the progress of humanity had rendered an aggressive war a practical impossibility. It was seen that any Power anxious to hold its position and retain its independence must be prepared to defend itself against any other Power or Powers likely to attack it. It was further impressed upon the general public consciousness of the States, in view of the expressed principle of seeking an extension of dominion, that any State which did not avail itself of every opportunity presented for aggrandisement, must of necessity fall behind in the struggle for life. These facts have undoubtedly brought about a vast extension of armaments, and Mr. Dicey suggests that it is only in accordance with human nature that the possession of power should engender a desire for its exercise.

Among the multitude of topics treated in these volumes we must perforce select a few, and it seems appropriate to take those which relate to national defence. There are several articles, included even under these first three letters of the alphabet, which have reference to the Navy. A long contribution is here upon "Admiralty Administration," which Sir Vesey Hamilton and Mr. John Leyland have written, and there is rather melancholy interest in reading a chapter on the same subject for the United States by the late Admiral W. T. Sampson. "Admiralty Jurisdiction" is learnedly dealt with by Sir Walter Phillimore, Judge of the High Court, and Captain J. W. Dixon, R.N., has contributed a most useful article upon "Anchors and the Stowage of Them." Another paper of very considerable Naval interest is upon "Armour," and was written by the late Captain Orde Brown, R.E. It is not without interest for military readers also. The section relating to "Admiralty Administration," after describing the administrative system, its history, and the powers conveyed, gives a very concise and accurate account of Naval organisation. It then describes the methods of business, and throws light upon the disputed question of Admiralty responsibility. Next comes a very useful summary of recent administration, chiefly in relation to the shipbuilding programmes. The subject of expenditure is also dealt with, as are officers, men, mobilisation, and finally finance. Admiral Sampson's account of the United States Administration is particularly minute, and is concerned largely with the *personnel*, including particulars of pay and other matters. The historical interest of articles upon the "Admiralty Court of the Cinque Ports," "The High Court of Admiralty," and "Admiralty Jurisdiction" is very great.

The military side is not less strong than the naval, and the subject of the "Army" appears in the first volume. The names of the writers will suggest the excellence of the treatment. They are Major-General Sir J. F. Maurice, Major Mathew Nathan (British Colonial Forces), Sir J. J. H. Gordon (Indian Army), and Lieutenant-Colonel W. A. Simpson, U.S.A., Sir George S. Clarke, Lieutenant-Colonel J. M. Grierson, and Lieutenant-Colonel E. M. Lloyd (Foreign Armies). In introducing the whole subject Sir George Clarke remarks that the wars of the past quarter of a century have not provided any specially striking military lessons, but that all have presented points of interest, and have emphasised the vital importance of organised preparation in time of peace. He draws attention to the significance of the entry of Japan among the strong military powers in the affairs of the Far East, and acutely points out that the Spanish-American War plainly indicated the weakness of volunteer organisations and the heavy cost entailed by imperfect preparation. He also enforces the necessity of discipline, and deals with the question of reduced periods of service. General Maurice's article upon the British Army is exhaustive in its minuteness, but was necessarily written at an exceptional period in the history of the forces, when the system devised after 1870 had undergone many modifications, and was about to undergo many more. It is remarked that the test of an army is not peace, but war, and that, gauged by that standard, relatively to the facilities with which the British Empire is able to provide men for war on a large scale the supply of officers has failed. The training of officers and of men is described, as also are the organisation and special training of Cavalry, Infantry, Engineers, Mounted Infantry, and others. The constitution and administration of the Ordnance Department and the Medical Department have a place, and the Auxiliary Forces are briefly dealt with. The establishments are also given up to last year, and nothing could be better than the information under the heading of mobilisation and organisation. General Maurice has been successful also, up to the date of his writing, in describing the new scheme of military organisation and administration. We do not know where so good an account of the British Colonial Forces could be found as that given by Major Nathan. The Indian Army is admirably described in an article of considerable length, and Colonel Simpson gives a most complete account of the United States Army, while Germany, France, Italy, Austria-Hungary, Russia, Turkey, Switzerland, and Japan are sufficiently dealt with.

Lieutenant-Colonel Hime appears to describe Artillery rather briefly, and, considering the excellent way in which this book is illustrated, we are rather surprised that modern guns are not depicted. That will come probably under Ordnance. We have read with great interest Major B. F. S. Baden-Powell's section upon military balloons. A very admirable account of barracks at home and in India is given by Colonel Herbert Locock, C.B., and Major E. H. Hemming, R.E.

Enough has been said to show with what thoroughness the editors have proceeded to do their work. They have everywhere sought the most competent authorities, and nothing seems to have escaped their vision. Indeed, the book promises, when completed, to be a perfect marvel, and a veritable microcosm of the modern world, in its intellectual and practical interests. Sir Donald Mackenzie Wallace has collaborated in editing the "Encyclopædia" with Dr. Arthur T. Hadley, President of Yale, and Mr. Hugh Chisholm. There are departmental editors also. Thus Sir George Clarke is responsible for the Military section, while Mr. J. R. Thursfield has had charge of Naval affairs. Other departmental editors are the Hon. Sir John Scott, Dr. J. Scott Keltie, Mr. M. H. Spielmann, Dr. Richard Garnett, Dr. Edmund Gosse, Mr. J. A. Fuller Maitland, and Mr. Alfred Watson, the last of whom is concerned with sports and games, which, as an illustration of the exhaustive qualities of the book, it may be said are exhaustively treated. The illustrations are numerous and good, and some of them are rather surprising. Take the book as a whole it greatly excels in merit all its predecessors in the same line.

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THE NAVY & ARMY ILLUSTRATED.

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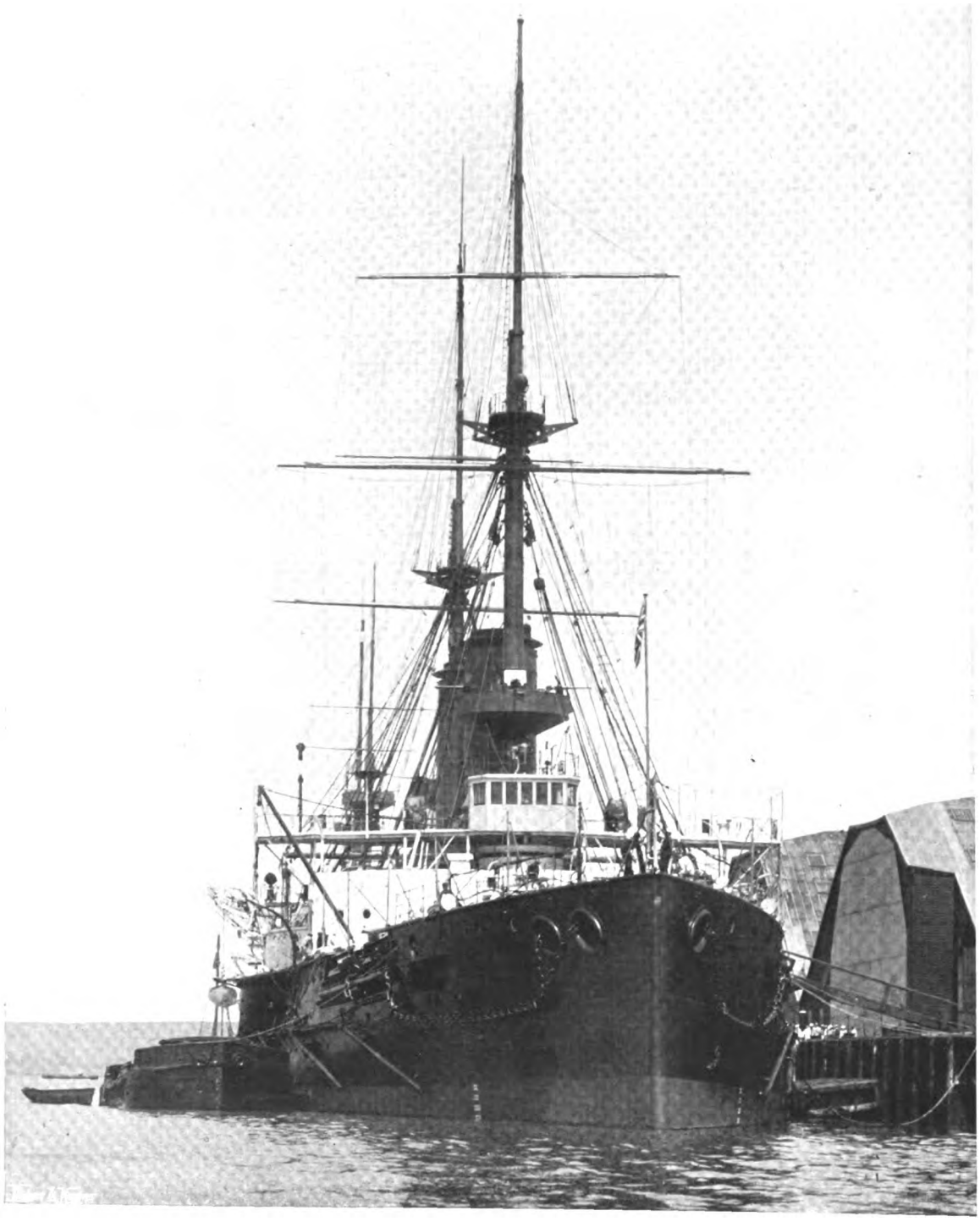

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A CORONATION FLAG-SHIP.

THE BATTLE-SHIP "LONDON," WHICH CARRIES THE COMMANDER-IN-CHIEF'S FLAG AT THE NAVAL REVIEW.

The honourable position assigned to the "London" at the Naval Review on the occasion of the Coronation is, of course, largely owing to the fact that she is the newest, as she is one of the most formidable, of our giant men-of-war. But it is an interesting and apposite reflection that, by a happy association of ideas, our Gracious Sovereign, the Royal Navy, and the loyal Metropolis should be united in the name of the splendid war-ship in which, at this historic Review, the Commander-in-Chief will fly his flag.

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NAVY & ARMY ILLUSTRATED.
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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

☞ With this number there is presented a special supplement, a programme and guide to the Coronation Procession on June 27 and to the Naval Review on the following day. It is of convenient size for carrying in the hand when on board ship or when sitting in a window, and is complete in every detail. It is based entirely on official information, and its accuracy can be relied on. It is, in fact, a miniature Naval and Military reference book by means of which we hope that none can fail to identify the various units in the Procession on Friday, while it should be of equal service in the identification of the vessels during the subsequent day's proceedings at Spithead.

The Gathering of the Clans.

WE are all in Coronation mood now. During the last few weeks the outward aspect of London has been entirely transformed. It is hardly too much to say that all the streets through which the Royal Processions are to pass have boarded themselves up. Whole forests must have been cut down to provide the timbers which have gone to the making of these Coronation stands. Churches and public buildings, as well as private houses, have lost their familiar appearance; only their spires and their roofs peep out above the tiers upon tiers of wooden seats which overlay them. Already the streets are filled with strangers from the Colonies and from foreign countries. Already that atmosphere of expectation which precedes any great public event is making itself felt. Little crowds assemble upon the smallest pretext. People go about with eyes wide open, eager to notice all the little incidents that attend the preparations. It says a great deal for our spirits that not even the miserable weather can damp our interest or give check to our enthusiasm.

The only other element besides the weather which threatens to mar the complete success of the celebration is the unpleasing anxiety which has been shown to make a large profit out of the occasion. The vaulting rapacity of persons occupying premises on the lines of route, and of hotel keepers, seems likely, so far as one can judge at present, to "o'erleap itself and fall on the other side." The police regulations also bid fair to defeat their own object. It is certain that numbers of people will go away, or stay away from London on the 26th and 27th, not only because they are unable or unwilling to pay large sums for seats, but also because they are afraid that, if they took seats, they would have great difficulty in reaching them. It does seem a pity that we cannot enjoy ourselves, and celebrate a great public event, without quite so much disturbance and quite so much fuss. The truth is we are so little accustomed to State pageants that they are apt to throw us off our balance. There is a happy mean between making suitable arrangements and taking unnecessary precautions. But we do not seem able to hit it. Our police authorities either take no precautions to keep crowds in check, and thus leave the way open for such street scenes as took place when the C.I.V. returned, or else they go too far in the opposite direction, as they seem to be doing on this occasion, and think it their duty to discourage people from assembling in the streets at all.

We must, of course, make allowance for the fact that there has never before been an occasion quite like this. Never before has London held so many people; never before has there been such a gathering of the Sons of the Empire; never before has a monarch been crowned amid the joyful and willing acclamations of subjects from every quarter of the globe. The other Empires in the world's history have exercised their sway over conquered lands; they have established their ascendancy by force; they have compelled unwilling races to submit themselves to the Imperial yoke. The British Empire, unlike all others, is chiefly made up of lands which men of British blood have peacefully occupied. England, in the past, sent forth her sons to settle upon the waste places of the earth. By their efforts wildernesses have become cities, and vast continents, peopled only by savage tribes, have been enrolled under the banner of civilisation. These continents and cities now send their chosen delegates to stand before the King and Emperor, and to offer to him the fealty which they are proud to owe. It is not by the chances of war, or by the bargains of diplomacy, that their lands have come under the British flag. They are united to one another, and all of them to England, by a brotherhood of blood. When a Roman Emperor looked down upon the representatives of all the countries which Rome divided and ruled, he saw a motley gathering of men of different races and different tongues, looking upon one another with strange, suspicious eyes, and brought together only by their common submission to the Imperial sword. Most of the men who will represent the Empire next week will greet one another as kinsmen in the same speech. They will all of them feel the same thrill of sympathy which is evoked by their common parentage, and by the common sentiment which influences all their minds.

It is the aim of NAVY AND ARMY ILLUSTRATED to appeal to this common sentiment, and to show week by week what is passing in every corner of the Empire. Our attention is naturally turned most directly to the Naval and Military problems that the Empire has to face. But it is not only matters affecting the Services that find a place in our pages Now that the war is over, we shall have more space to devote to the general interests of the Colonies and India. Our weekly articles devoted to these topics have already received warm tokens of appreciation. As their scope widens, we are certain that they will be more appreciated than ever. The NAVY AND ARMY ILLUSTRATED has, we believe, a circulation in the Colonies larger than that of any other weekly paper published in this country. We constantly receive letters from Colonial correspondents, and we are always glad to give them any information that we can, or to offer them assistance in any direction. It is our endeavour not only to represent home opinion to the Colonies, and to show them what is passing in these islands, but also to interpret Colonial sentiment and Colonial views for the information of the public at home.

For the special interest of our readers who are more particularly concerned with Naval and Military matters, we are adding to our weekly articles regular contributions dealing with the Armies of the world, the Navies of the world, and our own Auxiliary Forces (Yeomanry and Volunteers). Thus we hope to enable close touch to be kept with all the developments in the science and the practice of warlike methods both at home and abroad. The part which the Navy and the Army are to play in the Coronation pageants is clearly and comprehensively shown by the Illustrated Guide to next week's Procession and to the Naval Review of next Saturday which our present number contains.

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THE FIRST SEA LORD.

Lord Walter Kerr in his study at the Admiralty.

THE CORONATION REVIEW.

THE BRITISH SHIPS OF WAR AT SPITHEAD ON JUNE 28.

PROUD must be King Edward to pass in review the great Coronation Fleet, which represents and typifies the mainstay of his Empire. The famous waters of the Solent have on several occasions witnessed more imposing displays of Naval force than the world had ever seen before, each far surpassing the last. At these successive reviews the enthusiasm of countless crowds has proclaimed its admiration of the marvels of Naval architecture extended in those long lines of triumph mile after mile. Here, they have said on each occasion, was finality. The constructive hand of man could compass no more. All that the exigencies of strategy and tactics demanded, all that the inventive minds of designers could conceive, had been embodied in masterpieces of constructive power. And yet, as each successive review comes round, we find that the past has, indeed, been left behind. The "Devastations," "Monarchs," and "Glattons" of the 1887 Review are relegated to the limbo of things which have had their active day. The "Alexandras," "Black Princes," "Minotaurs," and "Warspites" of the Diamond Jubilee Review are following them into oblivion. And now, when we have our "Majestics" and even the "London" to give the greatest element of power at the Coronation Review, we do not forget that the "Queen" and the "Edward VII." classes are coming on, and will yet make their mark upon future Naval assemblies.

In mere point of number some reviews in the Solent have exceeded that of 1902. In 1856, at the close of the Russian War, when Queen Victoria inspected the Fleet, and every available vessel was mustered at Spithead, the Royal party passed through lines comprising 254 screw line-of-battle ships, screw-frigates and paddle-frigates, mortar vessels, floating batteries, and sailing-ships. In the Jubilee Review of 1887 109 pennants were flying, exclusive of training-brigs, etc., and at the Diamond Jubilee Review the number grew to 165. At the Kiel Celebration in 1895 there were 89 ships of war, including royal yachts and mercantile cruisers, and some 300 yachts and excursion steamers were present in the narrow Kiel fjord. These figures are given to enable some estimate to be made of the Coronation Review, at which there will be some 114 pennants, exclusive of the foreign ships, and in addition numerous vessels which will convey Members of Parliament and foreign and colonial guests and others. But a mere counting of ships can give no idea of the real value of that great Naval force which, in fighting power, surpasses any other like assembly. Indeed, it was remarked of the 1897 Review that the ships in one line alone—that of the battle-ships and more important cruisers—could have knocked to pieces the combined fleets assembled at Kiel, including the German, but excluding our own. The ships at the Coronation Review will be mostly equivalent individually to those of 1897; but some more powerful elements are introduced, and many of the cruisers will be very much better vessels.

It may be well in describing the battle-ships, which shall be done more in their general character than in their dimensions and particular features, to take them chronologically as an illustration of Naval development. The "Edinburgh," for example, represents the oldest type to be present. She

Photo. "Navy & Army."

ADMIRAL SIR J. FISHER.

Second Sea Lord.

Photo. Thomson

REAR-ADMIRAL J. DURNFORD.

Junior Sea Lord.

Photo. "Navy & Army."

REAR-ADMIRAL W. H. MAY.

Controller of the Navy.

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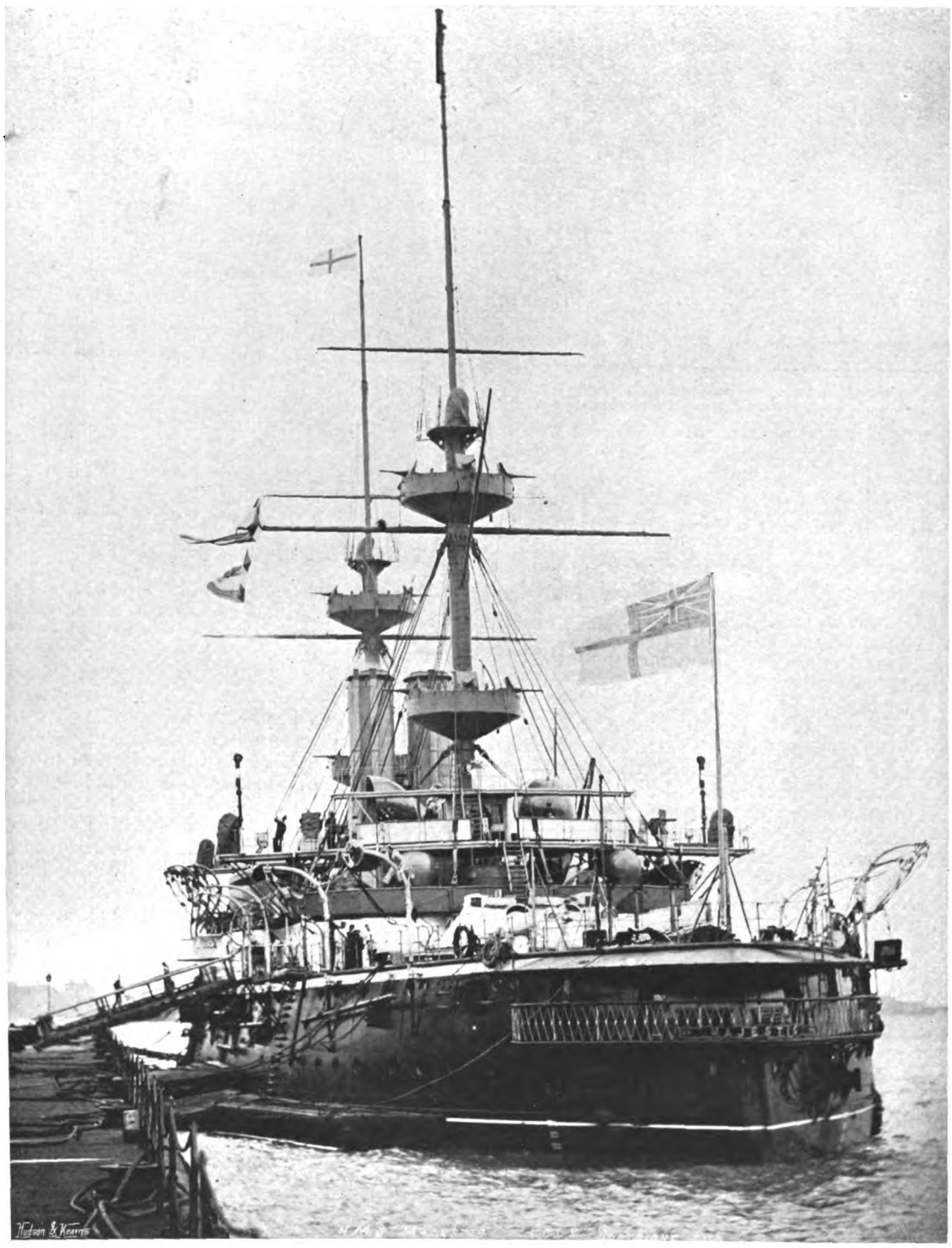
was built in 1882 on the general lines of the old "Inflexible"—that is, she has two 45-ton breech-loaders in her turrets, which are placed in echelon amidships, the idea being that four guns can fire on either broadside, and also almost directly ahead or astern, while the armour, which has a maximum thickness of 18-in., is located as a great defensive patch in the neighbourhood of the guns, leaving the ends completely undefended. The advantage of placing guns as in the "Edinburgh" was more apparent than real; thus, after a lapse of some years, when a return to the double-turret ships was decided upon, the old "Dreadnought," in which there is still a great deal to admire, was the starting point, and not the "Edinburgh," which may be said to belong to an extinct type. The "Conqueror" and "Hero," which will be in the Review lines of 1902, though neither was at the 1897 Review, were launched in 1881 and 1885. They represent the single-turret type, which is chronologically later than the "Edinburgh," with two 43-ton guns in the emplacement. This plan of construction took its vogue mainly from the monitors of the American Civil War, the idea being, by armouring the ships to the bows, to give them formidable rams, so that, in bearing down upon an enemy, he might be disconcerted by a heavy fire just previous to the disastrous blow. The idea had been carried out in the "Hotspur" and "Rupert," but the "Hero" and "Conqueror" are far better vessels, with an increased speed, nominally of 15 knots, upon a displacement of 6,200 tons.

The disadvantage of such an arrangement of ordnance is obviously, notwithstanding a large arc of fire for the single turret, that there is no heavy gun-fire at all at the stern, and a second turret aft was obviously desirable. This was added in the "Sans Pareil," as in her sister, the "Victoria," lost in that very memorable catastrophe when the "Camperdown"—which will also be present at the Review—through an incomprehensible order from the great chief who lost his life, rammed her in the side. The "Sans Pareil" is, therefore, a very interesting vessel, though undoubtedly of an obsolescent type. She is the only existing British ship in which a pair of 110-ton guns are mounted side by side. These "infants" are in the huge forward turret, protected with 18-in. of compound armour, while, to compensate for the deficiency of stern fire in the previous type, there is a 29-ton gun mounted aft, behind a heavy barbette shield. The ship also carries amidships a battery of twelve 6-in. guns, but these are mounted on an open deck, and are unprotected, and no protection is given to the base of the 29-ton gun aft. Manifestly such a vessel would be almost at the mercy of modern ships possessing long-range quick-firing guns throwing shells even of comparatively small capacity. On the other hand, the "Sans Pareil" has good steaming qualities and, as she has proved in manœuvres, could hold her own in this respect with the ships of the Channel Squadron.

Let us now turn to another type, the old *Admiral* class, of which four representatives will be at the Coronation Review—the "Collingwood," "Anson," "Benbow," and "Camperdown." The "Collingwood" is interesting for our purpose here because she is the only vessel at the Review which was present at the two great displays of 1887 and 1897. She is the smallest of the *Admiral* class. In these vessels we have the type from which our latest ships have been developed, combining the qualities of the broadside and turret systems. They differ among themselves, varying between 9,500 and 10,600 tons, and there are differences in their heavy armament, but all are constructed with a pear-shaped barbette at each end for one or two heavy guns, and between the barbettes is a broadside battery of 6-in. guns. There is protection amidships by 18-in. of compound armour, forming a citadel. The "Collingwood" has two 45-ton guns in each barbette, the "Anson" and "Camperdown" two 67-ton guns in each, and the "Benbow" a 110-ton gun in each of her circular barbettes. In these ships there is still no protection for the broadside guns, while the low freeboard of the class might be a considerable impediment to the fighting of the big guns in a heavy seaway.

Like the *Admiral* ships, the "Nile" and "Trafalgar" will represent at the Review the reaction from the "Edinburgh" type. They mark a considerable advance in every detail, and are undoubtedly powerful fighting ships. Upon their displacement of 12,000 tons they have a central citadel, containing the two turrets on the middle line, in each of which are two 67-ton guns, and the box battery, protected by 5-in. armour, is a defence for their six 6-in. guns. These vessels have a nominal speed of sixteen knots, and are still much admired, being finer types than any of their



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THE "MAJESTIC."

Laid down, Portsmouth, 1894, launched, 1895. Length over all, 413-ft. Displacement, 14,900 tons. Indicated horse-power, 12,000. Nom. speed, 17·5 knots. Thickest armour, 14-in. Heaviest gun, 12-in. Flag-ship of Vice-Admiral A. K. Wilson at the Review.

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THE NAVY AND THE CORONATION.

Photo. Russell.

THE HON. SIR E. R. FREMANTLE.
Rear-Admiral of the United Kingdom.

Photo. Russell.

THE EARL OF SELBORNE.
An energetic First Lord of the Admiralty.

Photo. Russell.

SIR MICHAEL CULME-SEYMOUR.
Vice-Admiral of the United Kingdom.

Photo. Russell.

ADMIRAL SIR CHARLES F. HOTHAM.
Who will command the Fleet at Spithead

Photo. Russell.

REAR-ADMIRAL PELHAM ALDRICH.
Admiral-Superintendent of Portsmouth Dockyard.

Photo. Window & Grove.

VICE-ADMIRAL SIR GERARD H. NOEL.
In command of the Home Squadron.

Photo Mault & Fox.

VICE-ADMIRAL A. K. WILSON.
Who commands the Channel Squadron

Photo. Crockett.

REAR-ADMIRAL HON. A. G. CURZON-HOWE.
Second in command in the Channel.

Photo. Thomson.

REAR-ADMIRAL W. H. FAWKES.
Naval Secretary to the First Lord of the Admiralty.

Photo. Thomson.

REAR-ADMIRAL G. L. ATKINSON WILLES.
Second in command of the Home Squadron.

SOME OF THE CHIEFS OF THE NAVAL SERVICE.

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Photo. Copyright. *Crockett.*

THE "MAGNIFICENT."

Laid down, Chatham, 1893, launched, 1894. Length, 390-ft. Displacement, 14,900 tons. Indicated horse-power, 10,000. Nom. speed, 16·5 knots. Thickest armour, 14-in. Heaviest gun, 12-in. Flag-ship of Rear-Admiral Hon. A. G. Curzon-Howe at the Review.

predecessors. Their chief defect is, perhaps, that they do not carry their guns sufficiently high above the water.

We now come to the ships of the "Royal Sovereign" class, constructed under the Naval Defence Act, of which three will be at the Coronation Review—the "Empress of India," "Revenge," and "Resolution." Rarely has any ship aroused greater public interest than did the "Royal Sovereign," the prototype of this splendid class, which long formed the backbone of the Mediterranean Fleet. Now, as later ships are being completed, they come home to relieve the older vessels in the Home or Reserve Squadron, giving it a quality it has never possessed before. This obsolescence of the finest types of Naval construction seems inevitable, and has, indeed, been recognised in the German Fleet, in which the ships are assigned a fixed period of life as effective fighting units. The "Empress of India" and her sister vessels carry two 13·5-in. guns in each of their barbettes and have ten 6-in. quick-firers. The demand for protection when they were built had grown with the increase in the power of the gun, and by the time the ships of the class were completed, practically one-third of the total weight was devoted to protection in armour and backing. Since that time, improved methods of production have enabled thinner armour to be distributed over a greater space. There can be no doubt that the "Royal Sovereign" class would be vulnerable to modern guns in some parts, and it has been decided to strengthen them in certain respects. The "Revenge," for example, which is to be at the Review, has just received case-mates for the guns on the upper deck, which have hitherto been protected only by shields. When all is said and done,

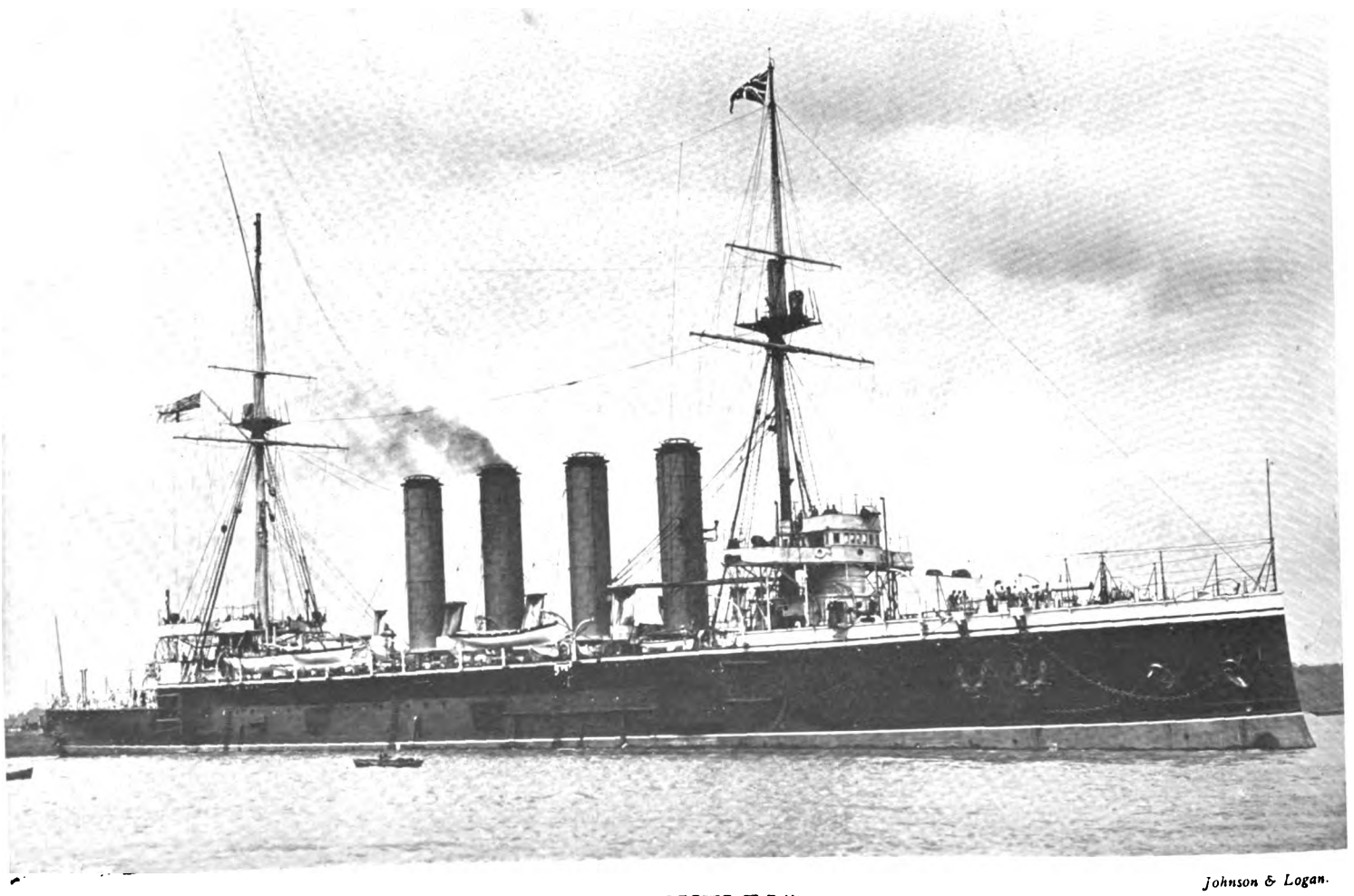

Photo. Copyright. *Johnson & Logan.*

THE "SUTLEJ."

Laid down, Clydebank, 1898, launched, 1899. Length between perps., 440-ft. Displacement, 12,000 tons. Indicated horse-power, 21,000. Nom. speed, 21 knots. Thickest armour, 6-in. Heaviest gun, 9·2-in.

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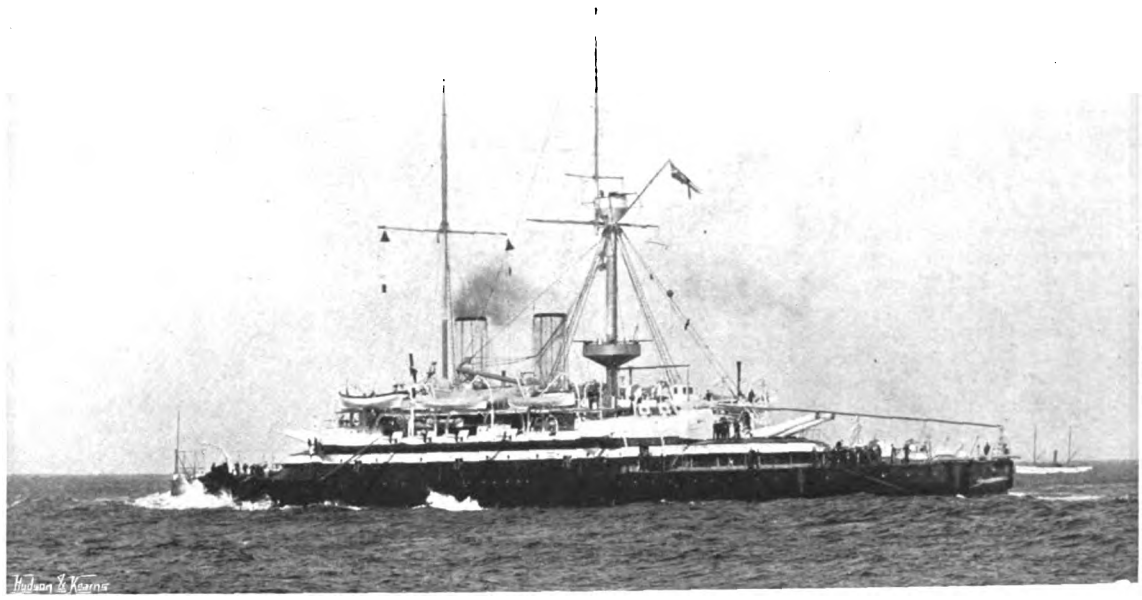
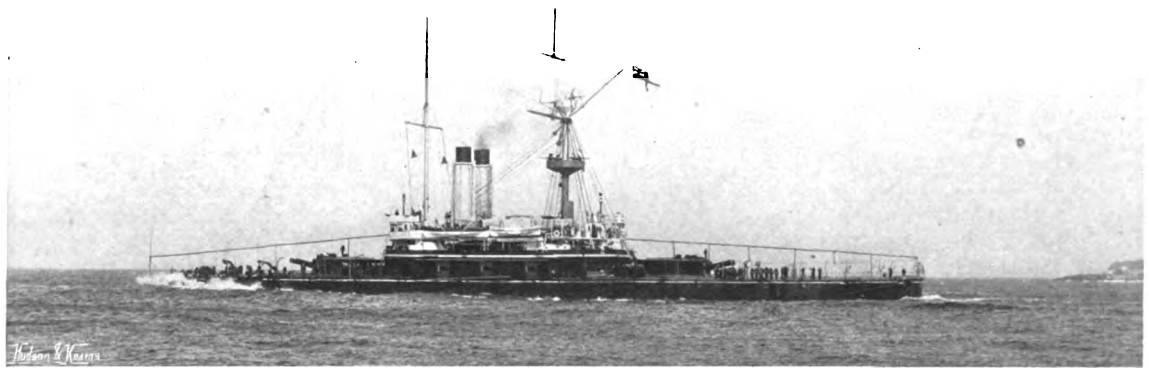
it must be admitted that the enthusiasm which greeted the "Royal Sovereign" at her launch in 1892 was justified, and that the coming home of these vessels is progressively making the Home Squadron a fine fighting force. It is, indeed, very gratifying to find three of the ships in the Solent for the Review.

We are familiar with the ships of the "Majestic" class which constitute the Channel Squadron. In rapidity of construction the "Majestic" and "Magnificent" improved the record which had been established by the "Royal Sovereign," and was maintained by their successors, but has not, unfortunately, since been equalled. The ships of this class, of which a brave array will be at Spithead, are a direct outcome of their predecessors. They have the new 12-in. wire guns in their barbettes, and their twelve 6-in. guns are all in casemates. Then the 12-in. guns have hoods, 9-in. thick, which revolve with the turn-table, and protect the breech, and the guns can be loaded in any position. There is 9-in. Harveyed armour on the sides, and the armoured deck curves down to meet the lower edge of the plating, thus affording much greater protection. Another feature is a battery of sixteen 12-pounder quick-firers, mainly intended against torpedo attack. The displacement is 14,900 tons, and the speed not less than that of the "Royal Sovereign" class, while there is greater coal capacity, so that these ships of the Channel Fleet stand very high indeed in the scale of Naval construction. They are not, however, the last word by any means, for the "Formidable" class marks a still further advance. The group is represented at the Review by the "London," just commissioned to fly the flag of Admiral Sir Charles Hotham, Commander-in-Chief at Portsmouth, who will be in supreme command of the Review Fleet. The "London" is truly a magnificent vessel, and though she has only 100 tons more displacement than the "Majestic," she has much greater coal capacity, speed increased to 18 knots, and thin armour prolonging the 9-in. belt forward to the stem, where it is carried down to the ram. Truly a wonderful monument of the genius and constructive powers of man are battleships like these. Into them are built the productions of over a hundred industries, and in all their complex parts there is a co-ordination of means to ends such as is found in no other creation of the human hand.



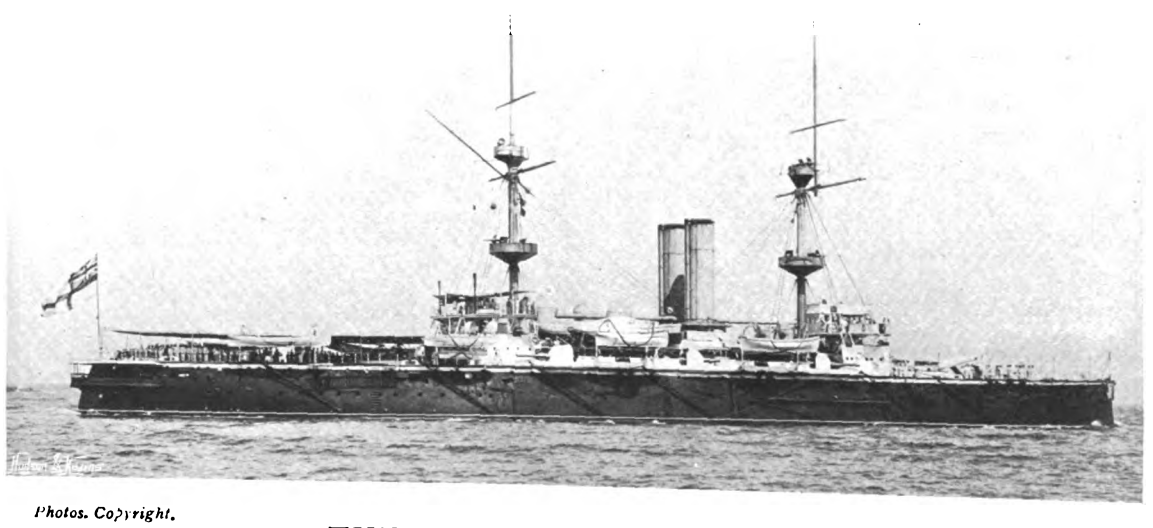
THE "ANSON."

Laid down, Pembroke, 1883, launched, 1886. Length, 330-ft. Displacement, 10,600 tons. Indicated horse-power, 7,500. Nom. speed, 17·2 knots. Thickest armour, 18-in. Heaviest gun, 16·25-in.



THE "NILE."

Laid down, Pembroke, 1886, launched, 1888. Length, 345-ft. Displacement, 11,940 tons. Indicated horse-power, 12,000. Nom. speed, 17 knots. Thickest armour, 20-in. Heaviest gun, 13·5-in.



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THE "EMPRESS OF INDIA."

Laid down, Pembroke, 1889, launched, 1891. Length, 380-ft. Displacement, 14,150 tons. Indicated horse-power, 13,000. Nom. speed, 17 knots. Thickest armour, 18-in. Heaviest gun, 13·5-in. Flag-ship of Rear-Admiral Pelham Aldrich at the Review.

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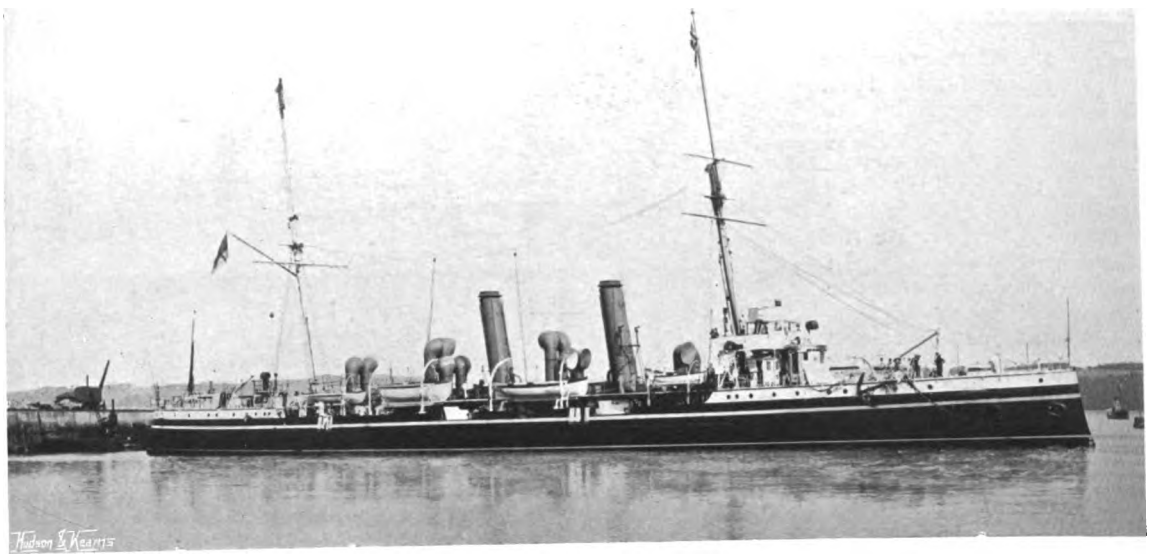


Photo. Copyright. *Johnson & Logan.*

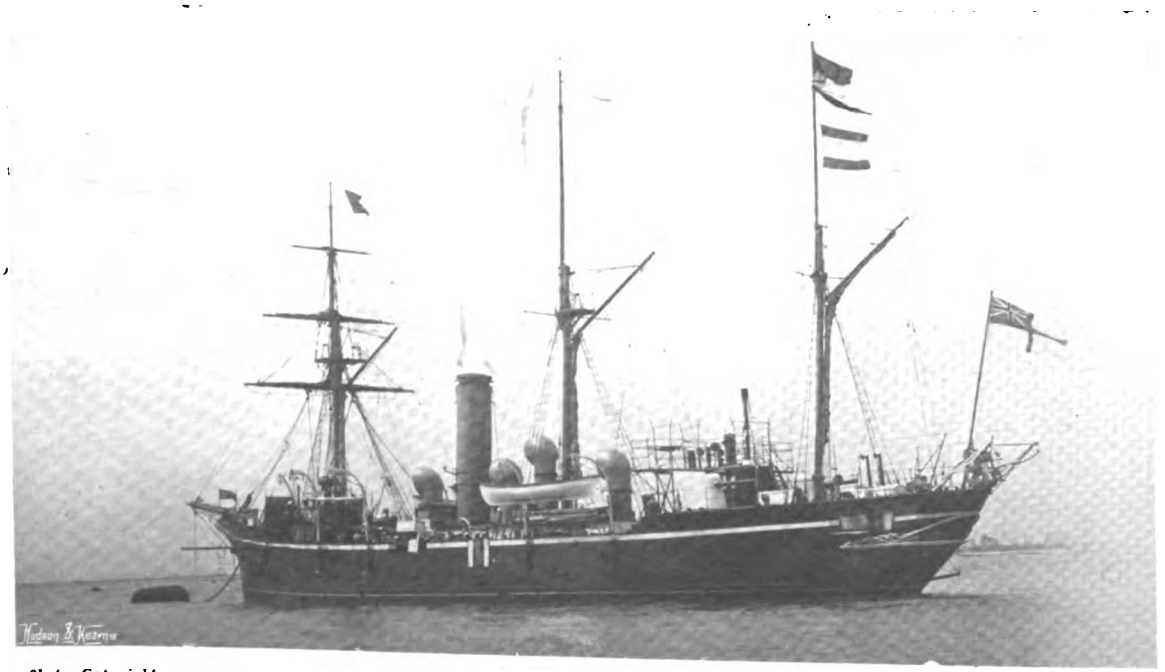
THE "PROMETHEUS."

Laid down, Hull, 1896, launched, 1898. Length, 300-ft. Displacement, 2,135 tons. Indicated horse-power, 5,000. Nom. speed, 18·5 knots. Thickest armour, 3-in. Heaviest gun, 4-in.

Not a whit less interesting than the battle-ships are the various classes of cruisers to be assembled for the Review, but these, perhaps, may be described more briefly; and there are gunboats and destroyers of various classes which might well delay the pen. Let it be noted first that five vessels of the old belted cruiser class, of 5,600 tons, will be there, the "Orlando," "Narcissus," "Immortalité," "Galatea," and "Australia." These vessels, which belong to the latter part of the "eighties," have been esteemed as good sea boats, and have many merits, though they are far surpassed by their successors. They carry a 9·2-in. gun in the bow and at the stern, and have ten 6-in. guns on the broadsides, with 10-in. armour covering portions of the water-line. When they had been constructed, armoured cruisers were for a time out of fashion, but it began to be seen that the advantage of possessing high-speed armoured vessels, which might on occasions even "lie in the line" with battle-ships, was not to be under-valued, and accordingly the "Cressy" class was begun. These are represented at the Review by the "Sutlej," which is a vessel of 12,000 tons, with machinery of 21,000 horse-power, and is credited with a speed of 21 knots. She carries two 9·2-in. guns, one at each end, and twelve 6-in. quick-firers, distributed on two decks, with casemate protection, and there is a belt of armour 6-in. thick and 11½-ft. wide, carried forward to the stem by 2-in. plating, as well as an armoured deck. The "Sutlej" is, therefore, a truly magnificent vessel, possessing many of the qualities of a battle-ship, and adding those of a swift and powerful cruiser. She has the Belleville boilers, now despised, and let us hope will prove that they have more merits than some see in them.

The largest of the protected cruisers at the Review are the "Niobe" and "Ariadne," magnificent four-funnellers of the "Diadem" class. These have a speed of 20½ knots, or about a knot less than the "Powerful," with diminished coal capacity, and four 6-in. guns with shields, two at the bow and two at the stern, instead of a single 9·2-in. gun in each of these positions. These pieces are part of the armament of sixteen 6-in. quick-firers, which, with fourteen 12-pounders, complete the principal offensive force of these cruisers. They are vessels fitted with Belleville boilers, which if they have, indeed, given some trouble, are expected to make them effective steaming vessels. The criticism directed against these cruisers is that they are somewhat lightly armed for their great displacement of 11,000 tons. Two other first-class cruisers will also be present, the "St. George" and the "Hawke," which are known as of the "Edgar" class, displacing some 7,350 tons, having two 9·2-in. and ten 6-in. guns, and a speed of 19 or 20 knots. They were built ten years ago. Turning now to second-class cruisers, we find a splendid array of modern vessels—the "Doris," of 5,600 tons, fresh from her excellent service as flag-ship at the Cape, with her sisters, the "Hyacinth," "Juno," and "Minerva," and the "Furious," of 5,750 tons, belonging to an analogous type. The "Hyacinth" has Belleville boilers and the "Minerva" cylindrical boilers, and they have been running competitive trials against one another. The speed assigned to them is 20 knots, and they carry an armament of eleven 6-in. and fifteen smaller quick-firers. The "Furious" is in some respects slightly inferior.

Many are the classes of cruisers in the British Navy, but all have their uses. The "Severn," "Melampus," "Apollo," "Andromache," "Brilliant," and "Rainbow" range between 3,400 and about 4,000 tons, and, while the first-named has only 17 knots speed, the later vessels are credited with 20 knots and are well calculated to be the eyes of the Fleet. The "Pactolus," "Prometheus," "Medusa," and "Medea" are still smaller, but all represent very notable types of useful cruising vessels. The fleet at Spithead would have been incomplete without its training and torpedo craft. The masted vessels "Calliope," "Cleopatra," "Northampton," and the rest offer a contrast of character and period to the torpedo craft, whose aspect is all of steam, speed, and grim offensive power. The gunboats "Spanker," "Alarm," "Skipjack," "Leda," "Speedwell," and others, high at the bow and low at the stern, are all good for 19 or 20 knots, and can steam through heavy seas. Thus they are built to run down the enemy's torpedo-boats, floundering in the trough of the waves. Then thirty or more destroyers and many smaller torpedo craft will add the modern element of power. Their low black hulls and short funnels seem the very embodiment of hidden strength. Naval reviews have sometimes brought surprises, and the sudden appearance of the "Turbinia" ploughing the waves between the lines is well remembered. Shall we witness the advent of the submarine? That would add a striking feature to the interests of the Coronation review.



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THE "FANTOME."

Laid down, Sheerness, 1900, launched, 1901. Length, 185-ft. Displacement, 1,070 tons. Indicated horse-power, 1,400. Nom. speed, 13·25 knots. Unarmoured sloop. Heaviest gun, 6·4-in.

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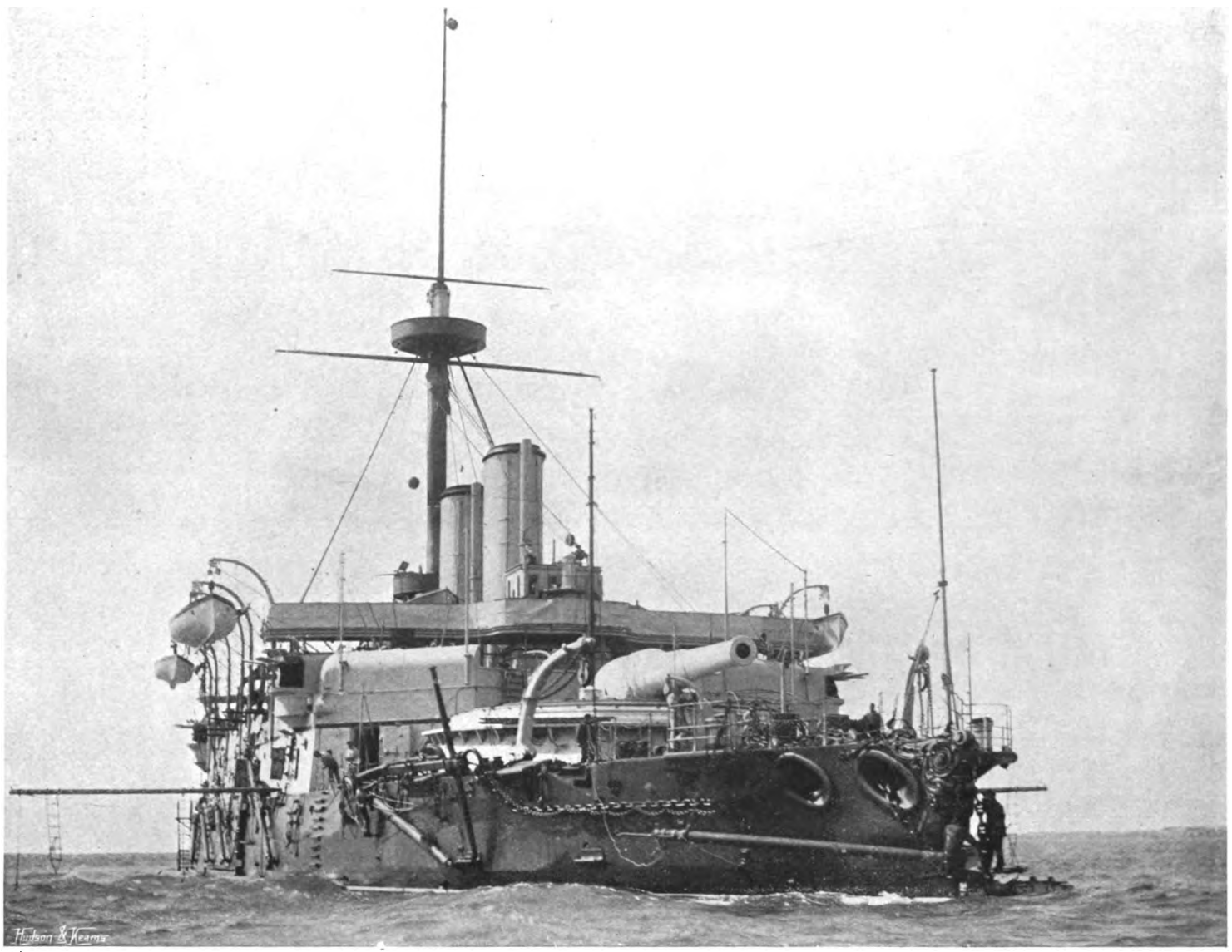

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THE "BENBOW."

Laid down, Blackwall, 1882, launched, 1885. Length, 330-ft. Indicated horse-power, 11,500. Nom. speed, 17·5 knots. Thickest armour, 18-in. Heaviest gun, 16·25-in.

THE CORONATION NAVAL REVIEW.

THE WEIGHT OF METAL AND OTHER CONSIDERATIONS.

THE "man in the street" glibly makes use of the phrase "weight of metal" when the relative armament of war-ships comes up for discussion; but doubtless he has no conception of what it means in the case of a great gathering of war-ships like that now taking place off Spithead. How many guns does our magnificent Fleet muster? Well, excluding obsolete craft, we find that an ordnance return would give the following numerical results: 4 16·25-in., 28 13·5-in., 40 12-in., 1 10-in., 16 9·2-in., 2 8-in., 363 6-in., 20 5-in., 86 4·7-in. 223 4-in., 189 12-pounders, 392 6-pounders, 380 3-pounders, and 365 machine and light pieces, thus giving a grand total of 1,909 guns. The weights of the projectiles fired by the heavier ordnance are as follows: With the 16·25-in. a shot weighing 1,800-lb.; with the 13·5-in., one of 1,250-lb.; with the 12-in., one of 850-lb.; with the 10-in., one of 500-lb.; with the 9·2-in., one of 380-lb.; with the 8-in., one of 210-lb.; with the 6-in., one of 100-lb.; with the 5-in., one of 50-lb.; with the 4·7-in., one of 45-lb.; and with the 4-in., one of 25-lb. If every gun in the Fleet—excluding machine guns and light pieces—fired one shot, 11,669-cwt. would be the aggregate weight of the steel projectiles. The latter are of three kinds—namely, shrapnel, used against exposed men; the common or explosive shell, not specially adapted for use against armour, but with something of its possible mine powder sacrificed to increase its power of penetration; and the armour-piercing shell, carrying a sufficient explosive charge to break it into a number of fragments after it has passed through. However, it is essentially the function of the heavy guns to pierce the armour, which stops the projectiles of the smaller quick-firing pieces. It is estimated that a battle-ship of about 12,000 tons displacement discharging one of her heavy guns develops a power sufficient to lift her bodily nearly 15-ft. It can readily be imagined, therefore, what the effect of a projectile from one of these guns would be when striking another vessel at close range.

It is an extremely interesting story to read of what has been termed the duel between gun and armour. As fast as one is improved so that its victory over the other seems assured, along comes some inventor with an improvement in the latter, which for a time puts it ahead. Wrought iron was the original substance used in protecting the so-called iron-clads, but was supplanted by a compound armour, which for many years reigned supreme, and was brought to such a pitch of perfection that its ultimate victory seemed assured. In 1886, however, came the invention of chrome steel shot, which effected complete perforation without deformation of the projectile. This was answered by the invention of plates with cemented faces, and shortly afterwards trials of the Harvey process commenced. Harvey plate eventually proved itself better than steel and compound plates, and was adopted by all the great Sheffield firms. The Harveyed process, in fact, was brought to such perfection that all the Navies in the world were forced to use these plates, or confess themselves hopelessly beaten in the race. But close on the heels of Harvey's invention came Krupp's, which depends for its efficiency on the further intense hardening of the steel face, which destroys the point and head of a projectile. The Krupp process speedily left the Harvey method in the lurch, and for some time stood unrivalled; but it has recently been equalled by other processes, generally similar in principle. The Krupp armour, strange to say, shows a face full of roughness and little cracks and seams, that would lead the layman to discard it as rotten on sight. Experts agree that wrought iron 14-in. thick, steel plates 11-in., Harveyised plates 7-in., and Krupped plates 6-in. are equal in resisting

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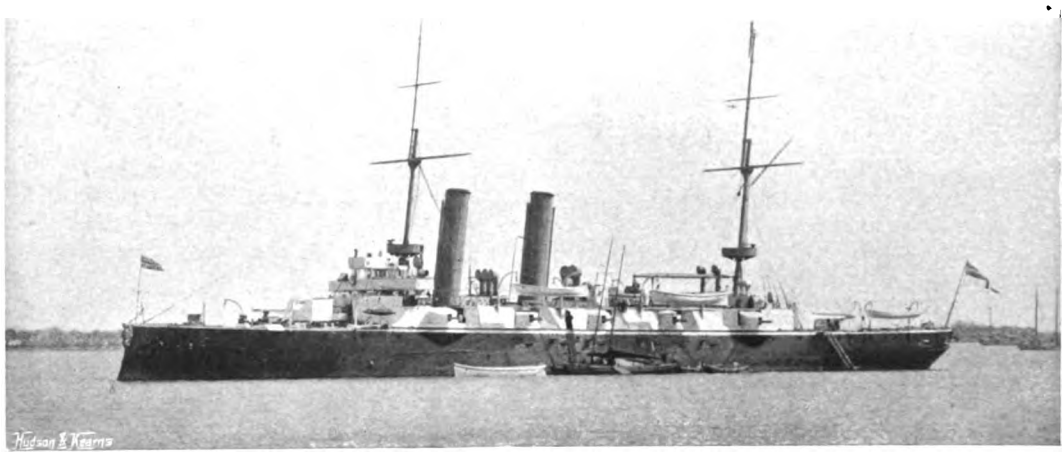


Photo. Copyright. *"Navy & Army."*

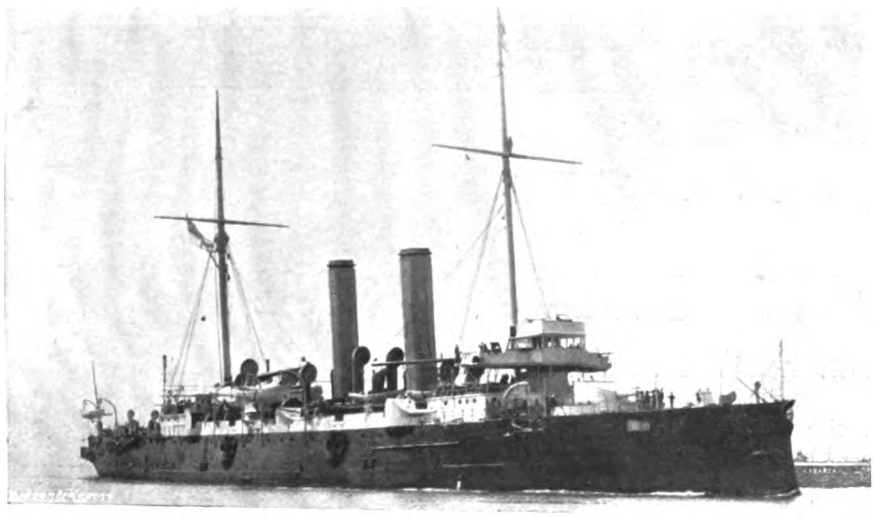
THE "ORLANDO."

Laid down, Jarrow, 1885, launched, 1886. Length, 300-ft. Displacement, 5,600 tons. Indicated horse-power, 8,500. Nom. speed, 18 knots. Thickest armour, 16-in. Heaviest gun, 9·2-in. Re-boilered, 1898.

power. All ships building at the present day are being furnished with Krupp plates of an average thickness of 8½-in. Our latest battle-ships will have no plates thicker than 11-in., and it is said that 12-in. is about the thickest armour which is being made. The saving in weight effected by the substitution of Harvey or Krupp plates for wrought iron is enormous. For example, the battleship "Victorious" carries as armour 3,025 tons of Harveyed steel, whereas to obtain equal protection with wrought-iron armour the vessel would need just double that weight. But just as armour-plate manufacturers have been chortling to the effect that the plate has completely beaten the gun, the ordnance inventors reappear with a forged steel cap for armour-piercing shells, which has given such results that our authorities are astounded. The fact that the old compound armour plates could be readily perforated if attacked on the soft side led to the trial of shell fitted with metal caps, and the analogy proved a correct one. It was found that capped shell could be fired whole through plates upon whose surface similar shell, but without caps, broke into fragments. These caps have been adopted in the French, Russian, German, and American Navies, and a few weeks ago some remarkable experiments were carried out with them before the Lords of the Admiralty at Barrow. A capped 6-in. projectile completely perforated a 12-in. plate of the best Krupp armour, whereas an uncapped shot, with the same striking velocity, only penetrated 3-in. When it is reflected that these caps have no appreciable effect on range or accuracy, up to 3,000-yds. at least, and that the work of capping projectiles can be carried out on board ship, with a resultant gain of about 30 per cent., it must be acknowledged that there appears to be an immediate necessity for our following the example of the other great maritime Powers in this matter.

The work of the artillerist, however, is not confined to the design and manufacture of the guns and armour-plating alone; but the gun-carriages, or, rather, mountings, are also important features of his work. The improvement of the latter has contributed far more than anything else to the improved rate of hitting, especially with heavy guns. Our old big guns barely fire one round per three minutes, whereas those in the war-ships of the "Majestic" class can fire one round per minute and a few seconds. The mechanism whereby guns of all sizes are manipulated by hand and the control of the turrets for the larger guns is achieved, is of a wonderfully ingenious and refined description. A huge turret of steel, containing a pair of leviathan pieces of ordnance weighing fifty tons apiece, can be controlled by the movement of a single lever, so that the pointing of these mammoth weapons is almost as simple as that of an ordinary rifle.

Then, again, there is a new apparatus for expeditiously washing out the chamber and bore of big guns. Let us now turn to consider the classification of the ship armament, which in the case of battle-ships is placed under three heads, viz., main armament, secondary armament, and anti-torpedo armament. The normal composition of the first-named is four 12-in. 50-ton guns, whose function it is to pierce the armoured belt and the strongest plates protecting a vessel's most vital parts. The second-named, which comprises only quick-firing cannon, had its origin in the growing expanse of unarmoured side, which naturally caused Naval artillerists to equip their ships with these pieces for the purpose of attacking this unprotected area. Hitherto, the auxiliary or secondary batteries have been formed of 6-in. and 4·7-in. quick-firing guns, which weigh 2½ tons and 7 tons respectively, and hurl a projectile of 45-lb. and 100-lb. respectively. Weight of metal hitting, the quick-firing gun beats the heavy



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THE "ST. GEORGE."

Cruiser, launched, Hull, 1892. Length, 360-ft. Displacement, 7,700 tons. Indicated horse-power, 12,000. Nom. speed, 19·5 knots. Thickest armour, 12-in. Heaviest gun, 9·2-in.

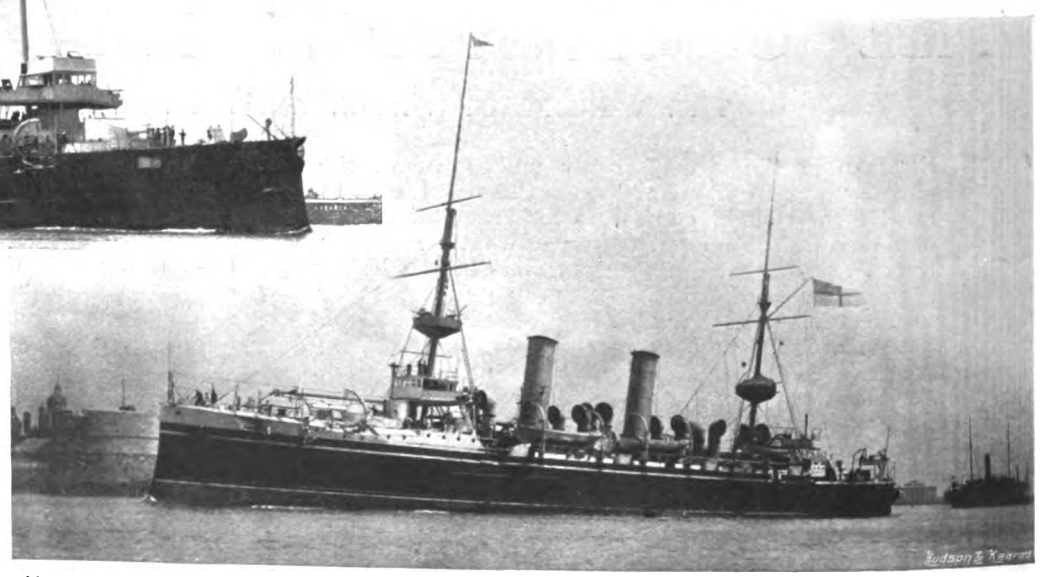

Photo. Copyright. *"Navy & Army."*

THE "MINERVA."

Laid down, Chatham, 1893, launched, 1895. Length, 380-ft. Displacement, 5,600 tons. Indicated horse-power, 9,600. Nom. speed, 19·5 knots. Thickest armour, 6-in. Heaviest gun, 6-in.

one quite out of the field. For example, a single 4·7-in. will get in more metal per minute than the 16·25-in. of 110 tons, while the 6-in. quick-firer beats the old 12-in., the 10-in., and the 9·2-in. Another weapon which has now to be placed in the list of quick-firing guns is the new 7·5 in. of 14 tons, which has a muzzle velocity of 2,600 foot-seconds, a muzzle energy of 9,388 foot-tons, and with its 205-lb. projectile is capable of perforating 6-in. armour. This beautiful weapon has the same penetrating power as the 10-in. guns of the flag-ship in the Mediterranean, though it weighs fifteen tons less, while it fires about six times as fast.

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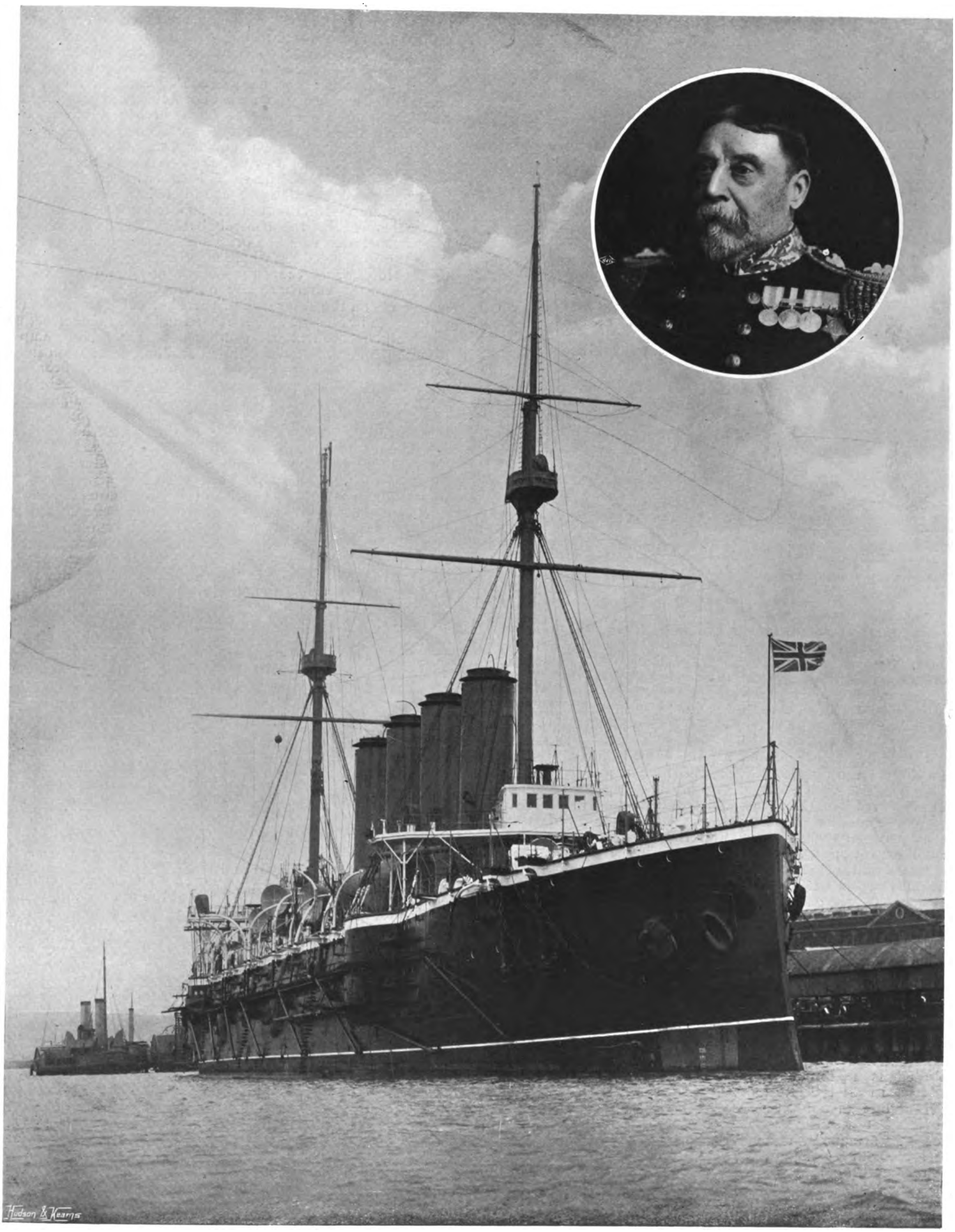

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THE "ARIADNE."

The new flag-ship on the North America and West Indies station, where she will fly the flag of Vice-Admiral A. L. Douglas, whose portrait appears above. The "Ariadne" is an armoured cruiser. Laid down, Clydebank, 1895, launched, 1898. Length over all, 462½-ft. Displacement, 11,000 tons. Indicated horse-power, 18,000. Nom. speed, 20·75 knots. Thickest armour, 6-in. Harveyed steel. Heaviest gun, 6-in.

At the Barrow gun trials already alluded to, the 7·5-in. gun was fired to determine the rate at which five aimed shots could be fired at a target 1,000-yds. away, starting with the gun loaded. The five shots were got off in 31-sec., which is at the rate of eight shots per minute. The "Belle Isle" experiments have clearly proved that the unarmed parts of a ship are hopelessly untenable under the fire of a number of quick-firing guns. Lastly, there is the anti-torpedo armament, consisting of 12-pounder, 6-pounder, and 3-pounder guns, whose rapidity of fire may be judged from the fact that with the 6-pounder it is possible to have five projectiles in the air at once. Owing to the increase of armour protection, however, more piercing power is required for quick-firing guns of every calibre, and at present experts are divided as to how this shall be brought about—whether by the introduction of bigger guns, or by that of longer guns, or by giving the present guns bigger charges. Several authorities believe that the chambers of existing guns can

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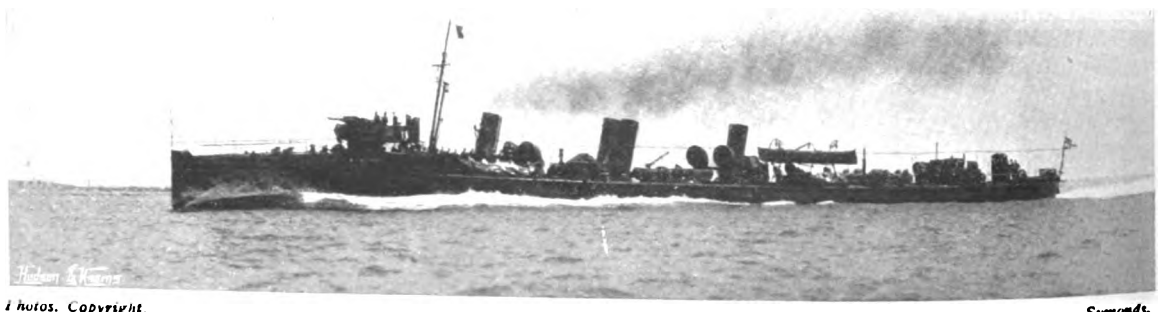
THE "MARTIN."

Wooden sailing brig, launched, Pembroke, 1890. Length, 105-ft. Displacement, 508 tons. Tender to "St. Vincent" as training school. Complement, 27.

be enlarged to take bigger charges, especially those of the 6-in. weapons. One thing is certain, however, namely, that by hook or by crook we must obtain higher velocities. Foreign artillerists claim for their weapons that they have considerably higher velocities than those of corresponding calibre in our Navy; but this is a moot point. The former may give better results at trials than do ours, but then trials are not everything. English ordnance manufacturers base their ballistic tables on what a gun will do on an average, and there are only two Navies, the British and American, which practise with their guns in peace-time as the guns would be fired in war, that is, with full charges.

In the method of placing guns, considerable difference exists between the British and foreign Navies, as, doubtless, any observant spectator will be able to judge for himself at the forthcoming Naval Review. The question resolves itself into one of casemates *versus* turrets. We have always preferred casemates (a casemate being an armoured bulkhead, pierced with a port-hole) for our quick-firing guns, whereas foreign nations prefer turrets, placing even small quick-firing guns in such. The disadvantage of a turret is that it reduces the rate of fire, inasmuch as even with the aid of the most up-to-date mechanical devices no turret can be moved as quickly as the guns can be loaded. On the other hand, the turret presents a smaller target, the arc of fire is larger, and the protection afforded is undoubtedly far better. In all the latest designs of foreign ships turrets are a great feature for the secondary armament, and now we are about to experiment with something akin to the same method. In the three new battle-ships to be called "King Edward VII.," "Dominion," and "Commonwealth"—the two latter in recognition of the loyal manner in which the Colonies came to the assistance of the Mother Country during the late war—the plan of placing 6-in. guns in casemates will be abandoned, and ten 6-in. guns will be enclosed in a battery having 7-in. armour protection. The armament will further be enormously strengthened by the addition of four 9·2-in. guns, which guns are the new forward and aft armament of our latest cruisers, to the four 12-in. 50-ton wire guns, which are now the normal armament of the most modern battle-ships. The day of the enormous guns, such as the 16·25-in. of 110 tons, has passed; at least, for the present. Even Italy, whose passion for enormous guns was formerly insatiable, no longer places them in her new war-ships. An excellent example of the new class of battle-ship is the Japanese "Mikasa," which, however, will not represent our Eastern Ally at the Review, for she sends the first-class cruiser "Asama" and the second-class cruiser "Takasago." The "Mikasa" has likewise abandoned the scattered casemate system, and in its stead has adopted that of concentrated casemates within the central battery, while there is no unprotected space on the broadside between the casemates. Such unprotected sides, where existing, may admit projectiles to the interior of the ship, which might do considerable damage to the comparatively unprotected rear of the casemate guns on the other side of the ship. This arrangement, formulated by Messrs. Vickers, Sons, and Maxim, her designers and builders, secures the combined advantages of complete isolation for each of the 6-in. guns along with a continuous armour-plated side for the full depth of the ship throughout a great part of her length, thus ensuring an armoured reserve of buoyancy and stability. This system is unique. The "Mikasa," in fact, is the best protected battle-ship in existence as well as the largest, except the "Asahi," which has equal displacement—viz., 15,200 tons. The "Mikasa" has 12-in. plating on her belt, 14-in. on her gun position, 9-in. over the lower quick-firing 6-in. broadside battery, and 6-in. over the four upper 6-in. guns. To return to the guns, let us explain the wire gun, which will be often referred to by the enthusiastic layman on the 28th inst., but without much comprehension of the reason for, and method of, manufacturing the same. Now, the original of the wire gun was the hoop gun, invented by Lord Armstrong, who, having observed that wrought iron and steel were liable to burst, owing to the forging leaving the metal in a porous condition, set about manufacturing his guns in layers by covering the tube with layers of iron, which, shrinking as they cooled, repaired the mischief. The wire gun is merely a modification of the hoop system, to reduce weight, the steel tube being wound round with wire. In the case of a 12-in. gun no less than 105 miles of wire are required for the purpose. It may be remembered that, to start off with, our wire guns, while they never burst, displayed an alarming tendency to bend. However, this danger was subsequently obviated by placing jackets outside the coiling. Many persons have an idea that the construction of guns takes, or should take, no longer than that of a pair of boots. Well it takes from twelve to fifteen months to construct a 12-in. wire gun, and eight months in the case of an 8-in. one. Two common ballistic terms may now be explained, namely, muzzle velocity and muzzle energy. The former, always calculated in foot-seconds, is merely the velocity of a projectile as it leaves the muzzle of a piece. The second-named is a variation of the unit of work called the foot-pound, which is that amount which is required to raise a weight of 1-lb. through a distance of 1-ft. against gravity. But for artillery purposes the foot-ton is the unit employed, that is, the amount required to raise one ton 1-ft. high.



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THE TORPEDO-BOAT DESTROYER "SYREN."

Built by Messrs. Palmer and Co., and launched at their yard in 1900. Length, 210-ft. Displacement, 365 tons. Indicated horse-power, 6,200. Nom. speed, 30 knots. Guns—one 12-pounder quick-firer and five 6-pounder quick-firers; and 18-in. torpedo-tubes.

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NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

THE introduction of the new Volunteer Naval Reserve Bill, though there is nothing in the title to indicate its scope, serves to remind us that the relation of the Colonies to the Navy is a great question which is coming on for debate; it is perhaps early days to say that it is coming on for settlement. The measure in itself is of the nature of a Bill of Indemnity to the Admiralty for having acted beyond its powers. Some time ago Naval Reserve men were recruited with success in Newfoundland, and an establishment was begun. A training vessel was to be sent, and a staff was formed. At the eleventh hour, or even after, it was discovered that the Admiralty had no authority to recruit outside of the United Kingdom. A good deal of ill-feeling was aroused in Newfoundland, and some at least of the Colonists gave expression to it in no gentle terms. The Bill is intended to remove this disability, and to make it lawful to spend money out of the British Budget on maintaining the Naval Reserve Establishment in Newfoundland, and, of course, to do the same thing in other Colonies.

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So far as it goes it represents a distinct advance in our power to draw on our Colonial population for the manning of the Fleet. But there is manifestly a great difference between enabling the Admiralty to engage Colonial sailors or fishermen, and pay them out of its own funds, and the organisation of a Naval force in the Colonies to be supported out of their own resources, and held disposable as part of the general forces at sea of the Empire. The first is a simple business. All the King's subjects can be taken into his service, and it is a mere detail whether the Admiralty is authorised or not to spend money on establishments outside the United Kingdom. The recruiting of Naval Reserve men, sailors, marines, or soldiers in the Colonies, at the expense of the Mother Country, is another and a better version of the old practice of contracting for the service of Hessians as soldiers, which was common with us in the eighteenth century. Besides, before the American Colonies became independent, their seamen were hired and pressed into the Navy. Rodney, indeed, declared that we used very few of them, but he was given to making round assertions, and his testimony is not borne out by other authorities.

* * * *

It remains, no doubt, a great advantage that we should be able to draw recruits from the large and hardy seafaring population of Newfoundland. Still, this is not what is meant when we talk about the Colonies as sharing in the burden of maintaining the Navy. It is the financial load which has to be lightened, and all the more because it threatens to grow continually heavier. The conference with the Colonial Premiers shortly to take place will be singularly barren of result if something is not done to forward this very essential object. The difficulty is to decide what the exact measure taken is to be. While keeping the end steadily in view, we must also bear in mind that it is not easy of attainment. In the first place, it must not be forgotten that the Colonies occupy very different positions. Canada, for example, is on a wholly different footing from, say, Australia. She belongs to the American world, and is in no danger of foreign attack from Europe. The United States would not tolerate the conquest of any portion of American soil by a European Power. From the sea Canada has nothing to fear while she remains part of the British Empire, and very little even if she became independent. American capital and immigration are flowing into her western provinces, while the capital has invaded her everywhere. From her eastern provinces there is a constant drain of emigration into the States. The political consequences of this double movement have yet to be developed, and they do not concern us here. Meanwhile, the fact remains that Canada is subject to the attraction exercised by a much richer and larger community on its smaller and poorer neighbours. Geographical, financial, and commercial influences combine to make her move in the orbit of the United States. This being so, it is highly probable that she will be reluctant to commit herself to any scheme of Imperial Defence calculated to drag her into the risks and burdens of European "world politics."

* * * *

With Australia the case is very different. Nobody guarantees her integrity except the British Empire. It is, indeed, difficult to see how she can be in much peril of invasion by any Power in the Old World, but she would be less secure, and would hold a position of less dignity, if she were independent than she does as a part of the British Empire. Moreover, all danger to her must be on, and over the sea. So she has a strong motive to acquire a Naval force in one way or another—strong while she remains a part of the British Empire, and far stronger if, in the changes of things, she ever becomes independent. Therefore we may expect to find her more disposed than Canada to take part in a general scheme of Imperial Defence, and more especially in the Naval side of one. But when this is recognised we have still to settle how the thing is to be done. An Australian Naval Defence scheme has already been propounded, and was noticed in these columns some months ago. It has been pointed out by a very competent authority that the comments made were unfair. I spoke of it as a plan by which ships were to be supplied by this country and "scratch crews" by Australia, and as being likely to prove of no use except to the holders of "a few good billets." This last was certainly not a nice expression, and, like the Members of Parliament when the Speaker pulls them up, I withdraw it. My authority is quite right in saying that if drilling is to be done in Australia, there must be officers on the spot to see it done. What Australia wishes is that the Imperial Government should lend or sell to her a small but varied squadron for practising purposes. She already possesses in her population a large class prepared to supply a Naval brigade, and many of its members have served ten years in the Navy. They are of excellent physique and are trained men, able to set an example and give solidity to the whole body. Out of them could be formed skeleton crews for the different ships,

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THE WORLD-FAMOUS ANCHORAGE AT SPITHEAD.

Where the Coronation Review will take place.

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while in war each State of the Commonwealth would be in a position to supply a body of four or five hundred efficient officers and men for the service of the Fleet, and a vessel, all to be at the disposal of the admiral on the station.

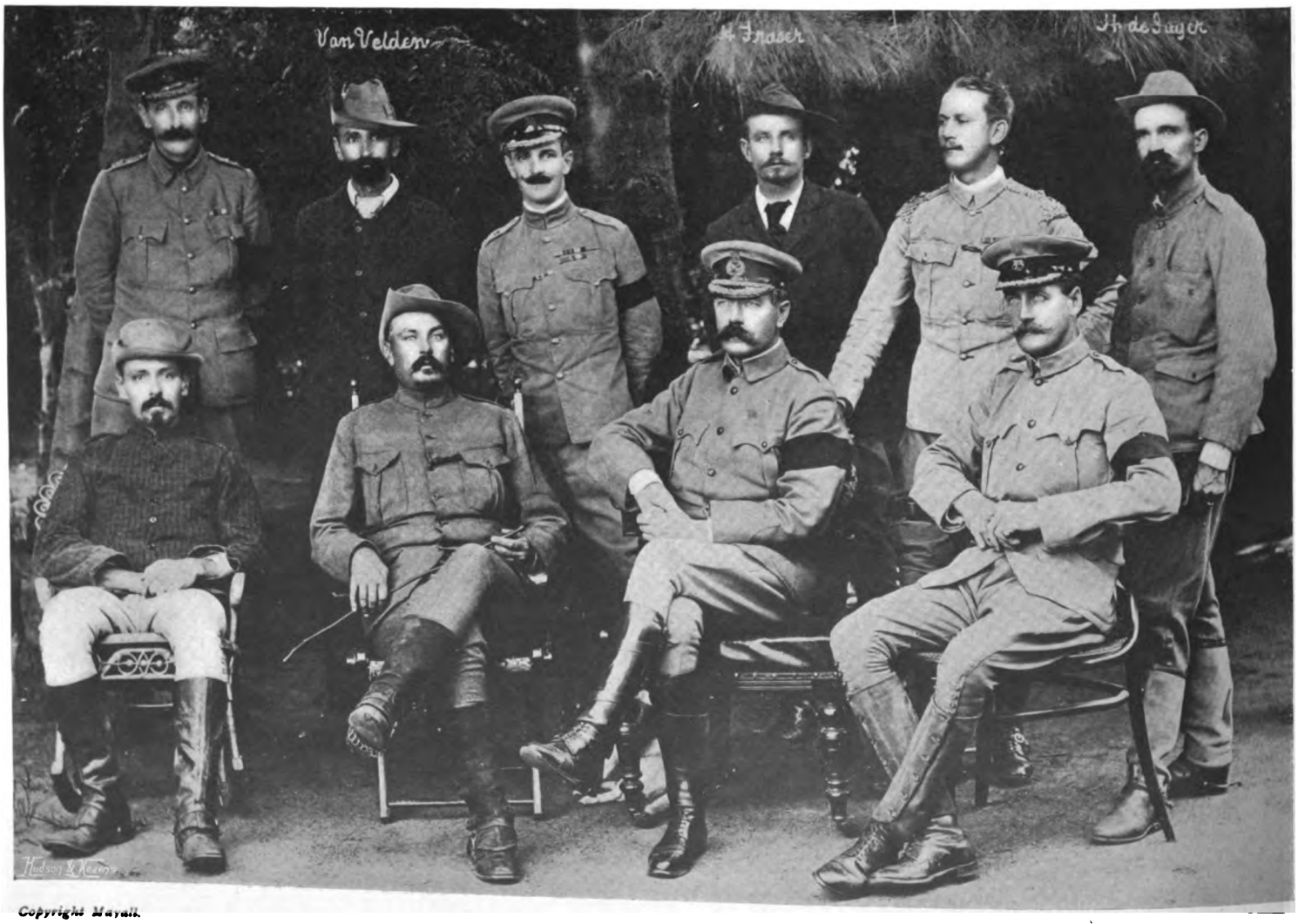
* * * *

This is a sufficiently workmanlike scheme for the formation of a small and efficient Naval Militia in Australia. But does it amount to a serious relief of the burden imposed on us? I cannot think it does. If the Colonies are to take an appreciable share in the Naval defence of the Empire they must do one of two things. They can make such a contribution to the general cost of maintaining the Navy as will give us security; not that the Estimates can be reduced, for that is unthinkable, but that they will not have to be indefinitely increased. Then there is another course they can take. It is to supply themselves with a substantial Naval force, which can undertake the duty of purely local defence. I know very well that the defence of Australia and New Zealand might be best conducted by a blockade of Port Arthur. But unless I have read Naval history to very little purpose, it is also the case that you can never obtain absolute certainty that the commerce destroyer will not turn up in any sea where there is trade to be ruined. Supposing that the Colonies were able to provide their own guards for their ports and coasts, they would materially lighten the responsibilities of the Imperial Navy, while any balance they might have over and above what was needed for local guard work would be available for the "blockade of Port Arthur." It is for each of them to decide which course they prefer, with the distinct understanding that the relief afforded must be a sensible one. I do not think that the name could be fairly applied to the provision of even a couple of thousand, or three thousand, officers and men to the complements of the Fleet.

BRITISH AND BOER CHIEFS.

IT is interesting at the present moment, when peace in South Africa has been assured, to look back to the Middelburg Conference of some sixteen months ago, which came to no satisfactory issue. An examination of the terms which were ratified on May 31 last, as the result of the Vereeniging Conference, will show that in substance they are practically the same as those of the Middelburg Conference, which were repudiated by Botha in consultation with his other chiefs. The fact that the Boers failed to come to terms in March, 1901, is an interesting psychological study, since the majority of the intelligent burgher leaders shown in the accompanying picture were openly cognisant of the hopeless nature of the struggle, and yearning for peace. Yet, either because they could not get unanimity, or because they were buoyed up by some false hope bound up in the party politics of the nation, they elected to face the rigours of another sixteen months of a war which grew more harassing upon each successive day, rather than tender a submission which did not include an amnesty to the Cape rebels. If it was a matter of sentiment which kept the Boers true to their Colonial *confrères*, then one is moved with every admiration for them; but seeing how they have "carted" the rebels in their final acceptance of terms, one is inclined to believe that "sentiment" was but the cloak, while quite another reason prompted the opening of the Middelburg Conference, and the final blunt, impertinent repudiation of the British stipulations. Both were part of a scheme of "try-on" which had never possessed the serious intentions this country credited it with. If this is the case, the Boer delegates succeeded in hoodwinking Lord Kitchener, since the photograph which we reproduce was only possible when it was believed that Botha would return to his so-called Government bearing the "olive branch." As soon as Botha's curt reply was received orders were at once issued for the destruction of this photograph—or at least of the fundamental plate.

But reviewing the incident in the light of subsequent events, one is constrained to the belief that the Middelburg operations were not serious feelers. This theory, moreover, is borne out by the account of the speech of De Wet to the assembled burghers at Reitz, Orange River Colony, during the Middelburg deliberations, exclusively reported in the *Times*, in which that leader openly stated the conditions of peace to which he and his burghers were prepared to conform. It is probable that the Boer leaders in the field never seriously talked of peace upon a "general surrender" basis until the conference at Waterval-Standerton in July last, from which date it may be said that a peace party was created among the burghers in the field, irrespective of the "hands-uppers" in the Concentration Camps. The outcome of the creation of this party was seen at the ratification of peace.



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THE ABORTIVE CONFERENCE.

Photo. Russell & Sons.

Reading from left to right the names are—Back row: Colonel Henderson, Van Velden, Major Watson, H. Fraser, and Major Maxwell. Seated: Commandant De Wet, General Louis Botha, Lord Kitchener, and Colonel Hamilton

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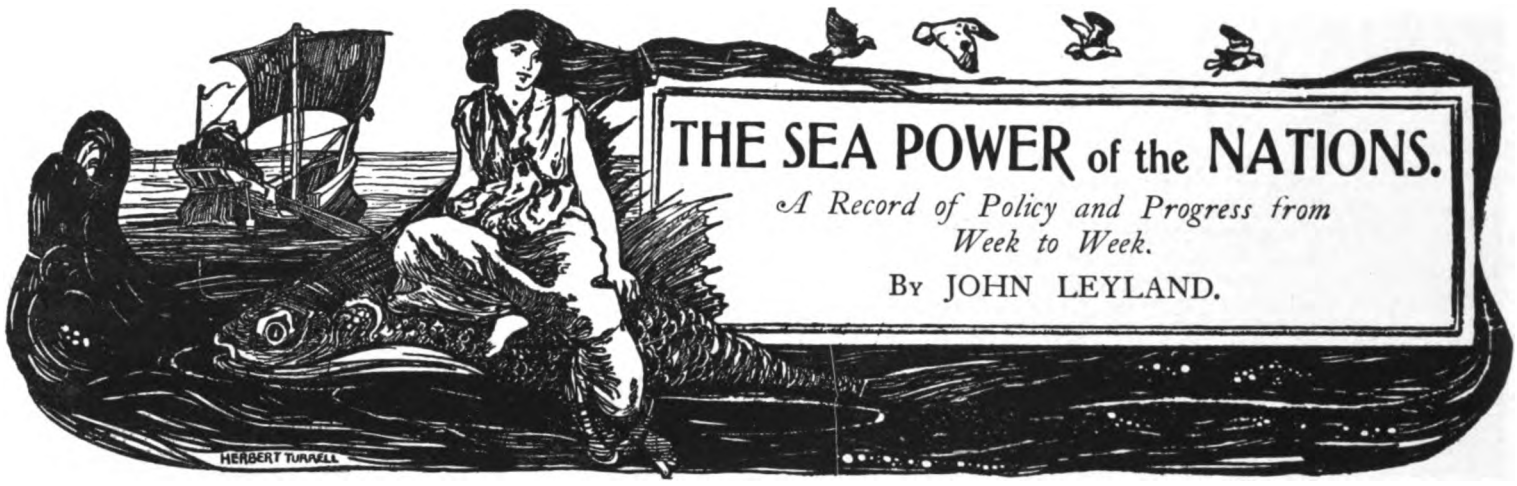

THE SEA POWER of the NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

THE presence of the great Fleet at Spithead, representing all that is best in the completed vessels of the British Navy, suggests a survey and estimate of progress, so that we may be able to understand the nature of the general line of our advance in Naval affairs, and in a general way to see how we stand in the important matter of national defence. The fact that many vessels of foreign Powers are there also—not less representative, as individual types, of the vast progress made in the development of foreign Navies—brings to mind in a very forcible manner how strenuous is the contest for superiority. A glance round the world at large will leave no doubt on the mind that our rivals are making vast strides in their efforts towards a grasp at sea power. They are exhausting every resource in genius, men, and money to add to their Naval armaments, and, wherever we look, the battle between conflicting schools of war, between various methods of Naval training, between the gun and the plate, the battle-ship and the submarine, and between boilers of various types is seen to be in full array. Our Naval strength is relative, not actual. It depends upon the number of vessels fully equipped in material and personal respects, and upon their individual qualities, available for service in the particular conditions of the British Empire, and under the menace arising from various and growing combinations of forces. To Englishmen the notion of Command of the Sea has almost become a commonplace. They have been taught that their national salvation is expressed by that formula, and they know that without the things it implies their shores are not secure, their food supplies are at the mercy of rivals, and their Empire must sooner or later infallibly fall away.

The supreme importance, therefore, of Naval progress, and, at the same time, the constant interest that is felt in it, have seemed to make it desirable that in this journal there should appear a running record and weekly comment upon the Naval doings of the Powers. To-day, we shall be content with a general survey of conditions. One week there may be an account of the present situation of the British Navy. Upon this may follow a survey of the eager advance of the United States. Then we may take a glance at the policy and progress of our Japanese allies, of France or Germany, Russia or Italy, or, it may be, some minor Power, and so, as in a panorama, as it were, we shall be able to see what development is going on. The purposes of rulers and statesmen will be kept in view, and it will be the object to show how these are borne out in the direction of Naval expansion. The programmes of the various States will be discussed as they come forward, and we shall note how the vessels are advanced or commission, observing their qualities, and giving an account of the discussions to which these give rise. We shall not confine ourselves to material considerations, remembering that the personal element counts for even more, as it ever did, in the handling of Naval forces.

None of the Great Powers in the world are leaving any means untried to increase their Naval armaments. Certain of them act thus in scarcely veiled rivalry of Great Britain. Others exercise a policy which may be taken as friendly, but, whether hostile or friendly, what is being done is of vital importance to us. We look on at the rapid development of the United States Navy without disquietude. That the Americans are resolved to speak with forcible voice in the affairs of the world is evident to all observers. President Roosevelt knows full well the importance of the Naval arm, and, long before he took office, there were discriminating men who recognised that for safety a strong Navy was essential. Accordingly that Navy is being built, and already in battleships, cruisers, and torpedo craft has an aggregate displacement of 507,700 tons, which is a little less than we assign to Russia, and not a very great way behind the tonnage displacement of the French Fleet. The construction of the Isthmian Canal, the firm grasp which the Americans are gaining upon the Caribbean, and the various stations which mark their march across the Pacific are all indicative of settled purpose.

Not less resolute is the policy of Germany. The Emperor has brought the country round to his will, and men who, ten years ago, were blind as bats to the value of Naval armaments, are now eager for Naval expansion. They have learned from the Emperor that the future of their race "lies upon the water." It is expressly laid down in the Navy Act that, in order to protect her sea trade and colonies, Germany must have a fleet of such strength that "even for the mightiest Naval Power a war with her would involve such risks as to jeopardise its own supremacy." It is further officially stated that the German Fleet must be as strong as that of "the greatest Sea Power"—*i.e.*, the British Navy. Since these words were written very great progress has been made towards the carrying forward of the programme laid down.

The French Navy affords a not less instructive study, for it is from France that we have drawn many lessons, and it is not unlikely that we may yet draw many more. Our neighbours have suffered from causes which are apt to affect ourselves when we turn our thoughts to military things. They have not known exactly what they were aiming at, and therefore their Naval development has been the expression of a somewhat errant policy. They have been blown about by contrary winds of opinion. Various schools, which are the bain of progress, have alternately impressed their views upon the authorities. While sometimes there has been a tendency to rely upon the old Napoleonic plan of evasion, there has, on the other hand, always existed a school, sneered at as the feodalité maritime, which has

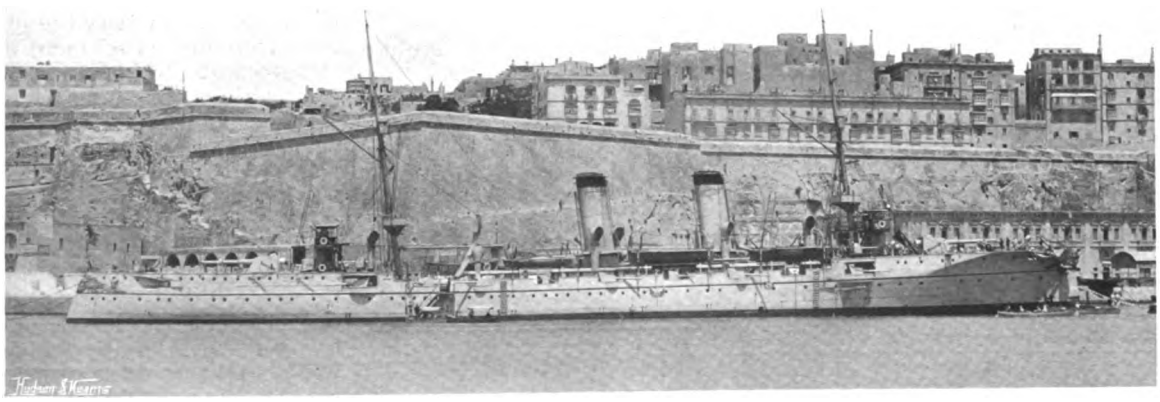

Photo. Copyright *Ellis.*

THE JAPANESE CRUISER "TAKASAGO."

Launched at Elswick, 1897. Length between perps., 360-ft. Displacement, 4,300 tons. Indicated horse-power, 15,500. Nom. speed, 24 knots. Armour, steel deck, 4½-in., gun-shields, 4½-in.

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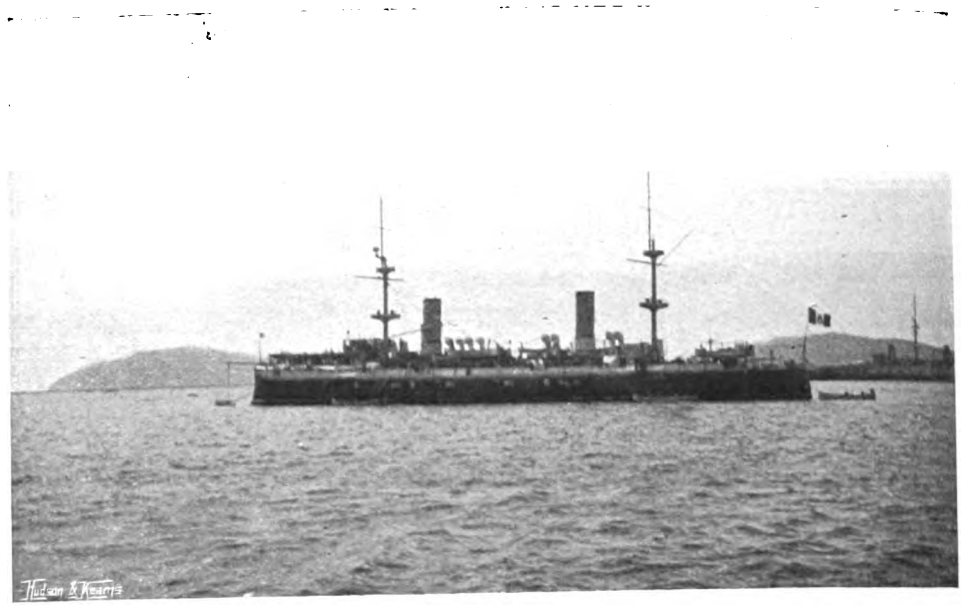
held to the view that the battle-fleet is the centre of power. This school now holds sway, and appears to have brought divergent opinion somewhat into line with it. It will, therefore, appear that a good deal of interest should attend a consideration of the progress of the French Navy.

Something of change of policy may, perhaps, come in with M. Pelletan, the new Minister of Marine, but that is scarcely likely, although on some occasions he has strongly criticised the policy of his predecessor. M. de Lanessan did not in the least share the delusion that the invasion of England can be a measure within the limits of possibility while our vigilance continues. He declared with good reason that such an operation could only be contemplated in conjunction with the gaining of command of the sea. He had no great faith in torpedo warfare, and, though he entered upon a large programme in regard to submarine boats, he held strongly that their use was defensive, and that it might be preferable to sacrifice size and assumed offensive qualities to an increase in numbers. Probably M. Pelletan will follow him in holding this view.

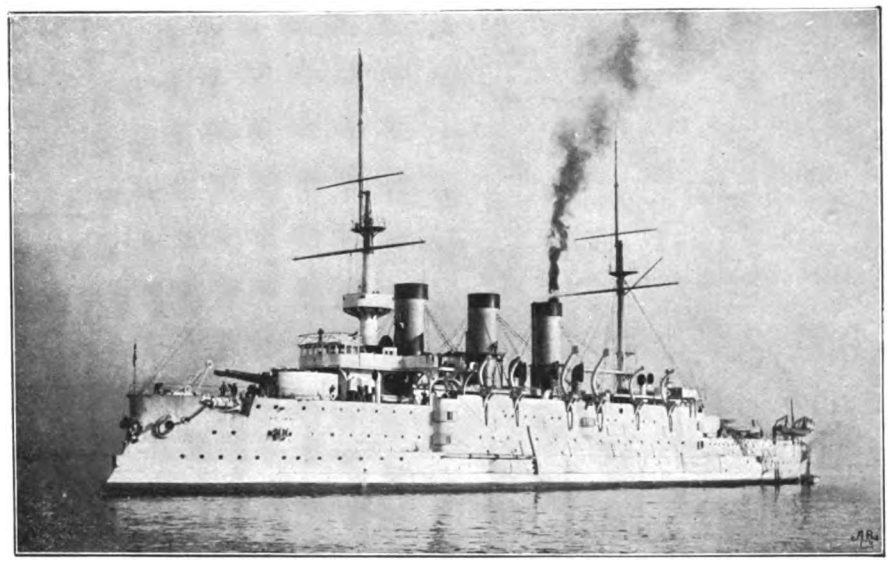


THE ITALIAN CRUISER "CARLO ALBERTO."

Launched at Spezia in 1896. Length, 324¾-ft. Displacement, 6,500 tons. Indicated horse-power, (nat.), 8,600, for. 13,000. Nom. speed 20 knots. Thickest armour, 6-in. Heaviest gun, 6-in. q.-f.

We certainly cannot afford to overlook what is going on in Russia. There, also, we find indications of a vigorous Naval policy, and, year by year, the progress made by the Muscovite Navy is greater than in the year before.

The Russians have made prodigious efforts to increase their shipbuilding resources at home, and have been willing to call in foreigners to assist them. What they could not accomplish in Russia, they have endeavoured to achieve in other lands. It has been noteworthy that, except for the destroyers "Som" and "Sokol," and vessels of the Volunteer Fleet, they have not placed any orders in this country, while they have made French, German, and American shipyards busy.



THE RUSSIAN BATTLE-SHIP "POBIEDA."

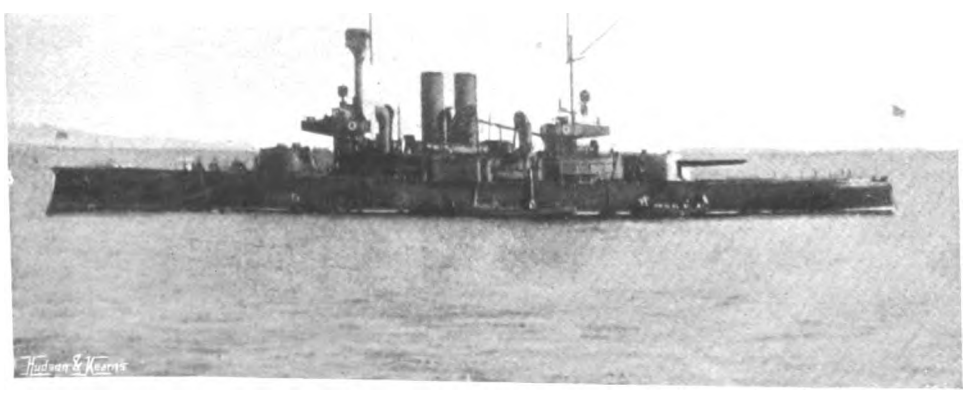
Laid down St. Petersburg, 1899, launched 1900. Length over all, 435-ft. Displacement, 12,674 tons. Indicated horse-power, 14,500. Nom. speed, 19 knots. Thickest armour, 9-in. Heaviest gun, 10-in. b.-l.

There is interest also for us in what is being done by Austria, Italy, and other Powers. Even more interesting still is the spirit which has breathed over old Japan, and inspired her to play on the borders of the Pacific that part which we hold on the Atlantic margin. There is the greater interest in the Japanese Navy, because, in certain eventualities, it may be called upon to operate in unison with our own. Certainly Japan already possesses a fleet which is a force of predominant value in the Eastern seas, and it would appear to be her intention to enter upon another shipbuilding-programme.

The Japanese have a long maritime history, and, much like ourselves, they are a race of seamen. Theirs also is a race which has produced statesmen of far-seeing discernment. Thus it happens that Japan has entered upon a line of policy which has changed altogether the aspect of affairs in the Far East. It has been assumed that the vast sums devoted to Naval and Military purposes might prove too heavy a burden, but we have lately had the highest assurances that such is not the case, and that the financial resources of the country will very soon justify further Naval expansion.

Multifarious are the interests touched by a survey of Naval progress. They are material, personal, and financial. All the industries concerned in the building of ships, numbering fully a hundred—indeed, the products of the steel-worker, the gun-maker, boiler-maker, and many more, all unite in the modern man-of-war. The war-ship is thus a wonderful creation. In its qualities of offence, defence, and speed, in its ability to cover long distances and to carry the supplies necessary for large bodies of men, it is the highest manifestation of human skill, and never can interest in its character be wanting.

The supply of officers and men, and their efficient training, are matters of vital importance also. Without financial means adequate for the objects to be attained, nothing can be done. Behind all these things there lies the will of the people as the inspiration of the Government, or, where this fails, the discrimination and foresight of rulers and administrators leading to the end. It will be the endeavour week by week to keep these things in view, not entering into every argument, but observing rather the evidences of progress as they concern or interest ourselves, happy if in this survey we are able to feel a certain confidence in our own strength.



THE SWEDISH CRUISER "ODEN."

Built at Stockholm, launched, 1896. Displacement, 3,500 tons. Length, 278-ft. Indicated horse-power, 3,700. Nom. speed, 16 knots. Thickest armour, 10-in. Krupp steel. Heaviest gun, 9·8-in.

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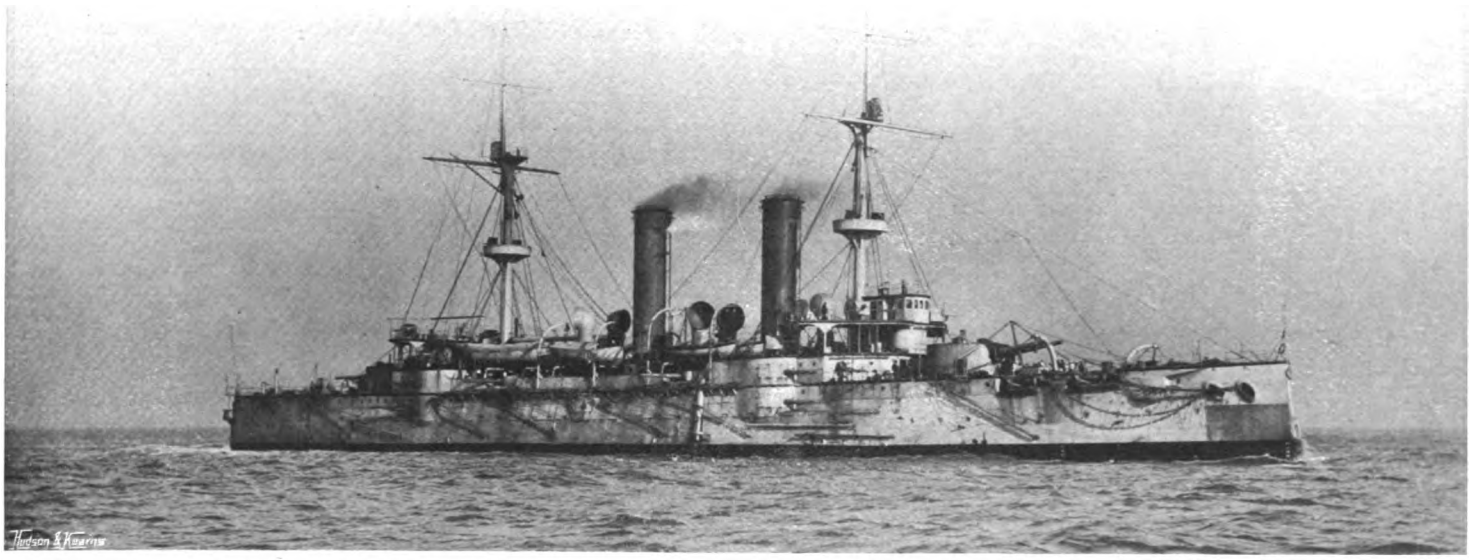

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THE JAPANESE CRUISER "ASAMA."

The "Asama" is an Elswick-built boat. Her length is 408-ft. and her beam 67-ft. She displaces 9,750 tons, and has an indicated horse-power at natural draught of 13,000. On her trials at forced draught she did 23 knots. Her engines, like those of her sister ships, were made by Messrs. Humphrys and Tennant. She has a complete belt of Harvey nickelled steel of an average thickness of 5-in., and her heaviest guns are 8-in. quick-firers.

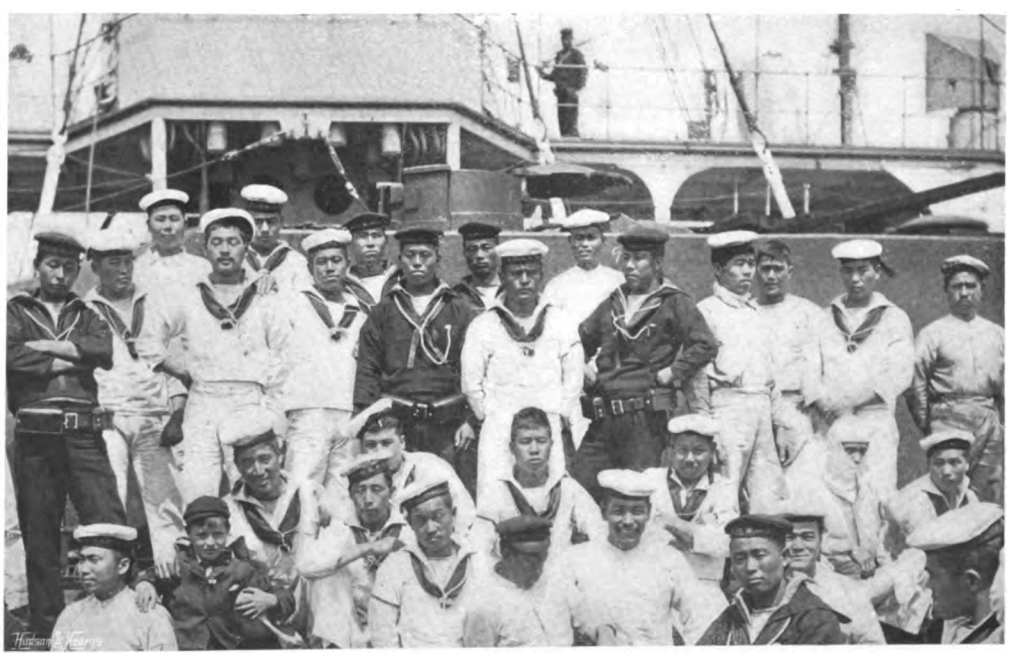
THE FOREIGN SHIPS AT SPITHEAD.

IT is curious to observe that ships of war, the most powerful engines of destruction which the world has ever seen, are very rarely employed for those purposes for which they have been built, but often are sent, on the other hand, to give expression, in foreign ports, to the courtesy and goodwill of nations. So it is that our guests at Spithead convey to us the congratulations of foreign rulers on the Coronation of King Edward, just as they came to honour the two Jubilees of his mother, and, again, her last sea journey. Heartily do we welcome such august messengers of the friendship of the Powers. There is no State with which we have any quarrel whatever; but for all of them we entertain the most cordial feelings. The "Illinois" is the visible representation of our excellent relations with our kinsmen beyond the Atlantic; the "Kaiser Friedrich III." brings the warm felicitations of the German Emperor; the "Pobieda" tells of the kindly feelings that inspire the ruler of All the Russias; the Japanese ships express the strong sympathy of our new Ally; the "Carlo Alberto" of the Italians speaks with the voice of an old friend; the "Carlos V." is here to reciprocate the good wishes which the Duke of Connaught recently carried from King Edward to the gallant young King of Spain; the "Dom Carlos" is the messenger of our good friend the King of Portugal, who never loses an opportunity of showing courtesy to the British Fleet. And so with the rest of the visiting vessels—their coming to Spithead is the voice of international amity.

Never has so fine an array of foreign ships rested on those historic waters. Larger numbers of vessels representing individual Powers have at times been there, but, as types of modern war-ships of various classes, built for the special needs of each State, we have not seen any so interesting before in our great Naval roadstead. It would have been easy for nearly every Power to send several vessels instead of one or two, and it is known that the United states looked forward to sending to the Solent the finest American squadron that Europe has ever seen, but various considerations have caused the Naval representation to be restricted.

In order to show how modern ideas on Naval construction are applied in foreign states, it will be well to begin with some description of the three battle-ships—the "Illinois," "Friedrich III.," "Pobieda"—and it is a legitimate ground for satisfaction that the characteristics of our own vessels have in a large measure been a guide to their designers.

The "Illinois," which is of 11,565 tons, belongs to a class which includes two others, the "Alabama" and "Wisconsin." They have this special interest, that in their predecessors, the "Kearsarge" and "Kentucky," the Americans embodied an entirely new idea—that of superposing a small turret for two 8-in. guns on the top of each large turret. Many disputes arose in regard to this arrangement, and it was abandoned in the "Illinois" type, as also in the "Maine" and her sisters, but is being resumed in the vessels of the "New Jersey" class, which are yet in the earliest stages. The "Illinois," which is commanded by Captain George A. Converse, and bears the flag of Rear-Admiral A. S. Crowninshield, is undoubtedly one of the most efficient battleships afloat. She is extremely well protected, and has four 13-in. guns in her turrets—a type, however, which is no longer being used—and carries fourteen 6-in. quick-firers, besides a large secondary armament. It is worthy of note that the big guns have a firing arc of 270-deg. out of the 360 deg. in the circle, while the 6-in. guns,



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JAPANESE BLUEJACKETS.

Some sailors from the land of the Rising Sun.

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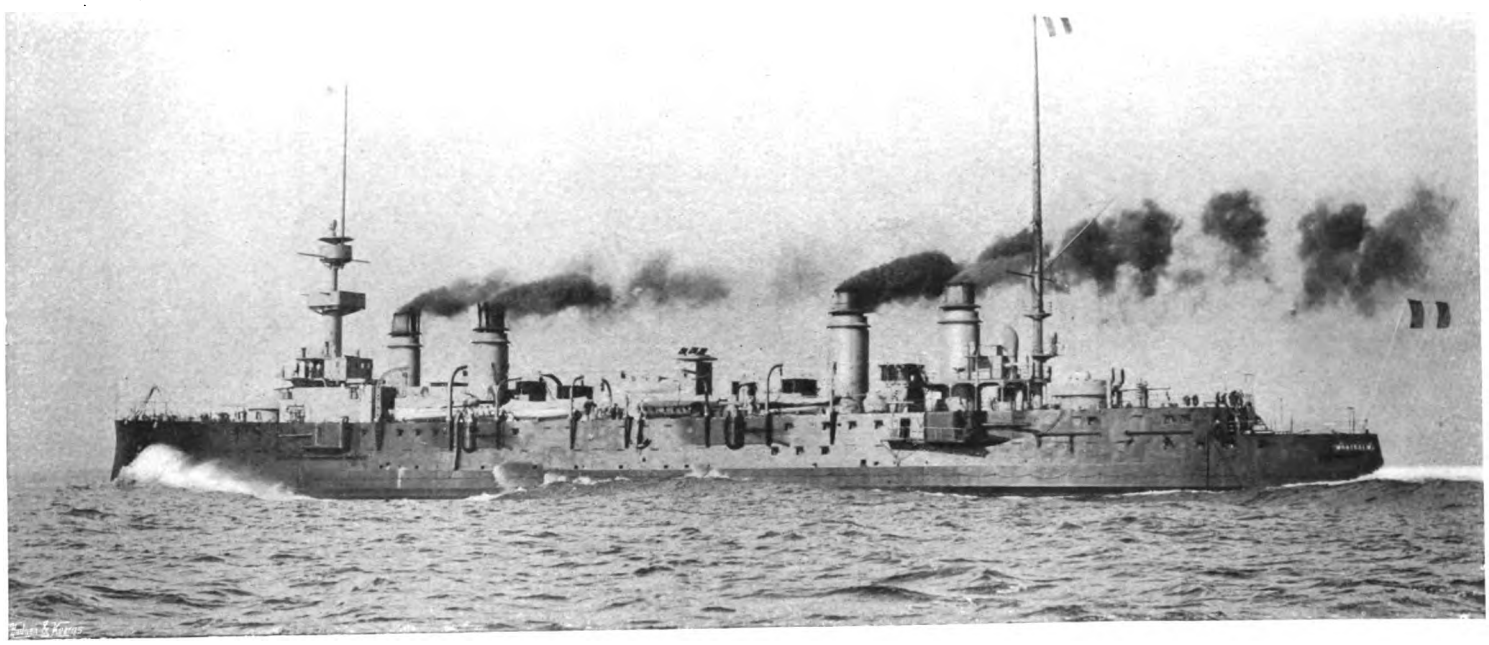


THE FRENCH ARMOURED CRUISER "MONTCALM."

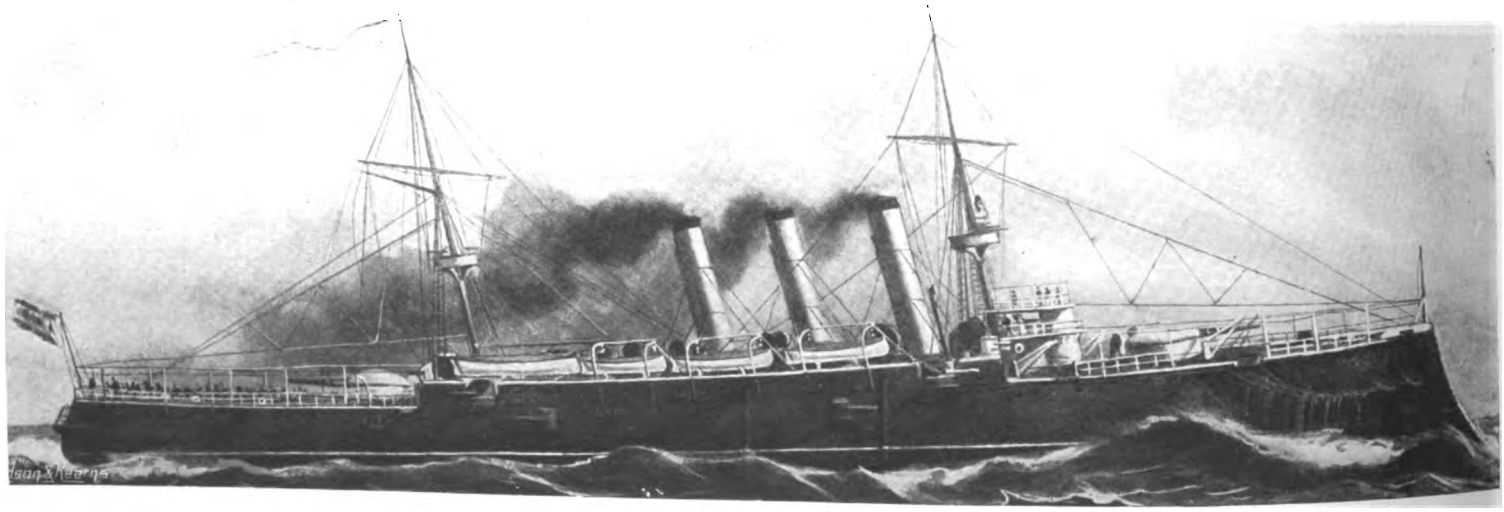
This vessel is to fly the flag of the French Admiral at the Review. Built at La Seyne, and launched in March, 1900, she belongs to a class of three vessels of a somewhat peculiar type. Her displacement is 9,157 tons, and she has a sea speed of 21 knots. Her armour belt of Harvey nickelled steel is 6-in. thick, tapering at the ends to 3·4-in. Her 7·6-in. guns are in armoured turrets, and she carries besides 6·4-in. and 3·9-in. quick-firers.

each in its own compartment, fire over a range of 90-deg., and those on the upper deck right ahead or astern. Another advantage is that the ship has freeboard that will enable her guns to be fought in any weather. The floor of the chart-house is so elevated that the eye of the steersman is about 50-ft. above the water, while the sight-holes in the conning-tower are nearly 35-ft. above the same level. Altogether the American battle-ship represents an excellent, though not the most modern, type.

The "Kaiser Friedrich III." is one of the now famous "Kaiser" class, which are the most powerful elements at the present time in the Emperor William's fleet. His brother Prince Henry, who lately visited Ireland with the squadron, was proud to bring so fine a ship. She was launched in 1900 at Wilhelmshaven, two years after the "Illinois," and displaces a little less—11,150 tons. She is protected by a belt from 12-in. to 14-in. thick, extending four-fifths of the length of the ship, and by a stout armoured deck curving down to meet its lower edge. The Germans have clung to a main armament of comparatively small calibre (9·4-in.), and the "Kaiser Friedrich III." has four of these in two turrets, and eighteen 5·9-in. guns, of which many are also in turrets, their bases being protected by armoured trunks. It may be interesting to note that in the space of one minute, and not taking account of the smaller guns, the ship can discharge a broadside weight of 8,644-lb., with a striking force at the muzzle of more than 334,000 foot-tons. This ship, like her sisters, has five submerged torpedo-tubes, and is fitted throughout in the most modern manner, wood being almost entirely excluded, and the foremast has a winding staircase within.

The Russian battle-ship "Pobieda" (or "Victory"). which is commanded by Captain Zatsarenni, and flies the flag of Rear-Admiral Kasherininoff, is the largest of the foreign battle-ships coming to Spithead. She displaces 12,674 tons, is over 400-ft. long, and is regarded as embodying a combination of the qualities of the battle-ship and the cruiser—a heavy armament (the largest guns of 10-in. calibre) and sufficient protection for all the vital parts and bases of gun turrets, and a high speed, although our modern battle-ships are just as efficient in that respect. The "Pobieda" is driven at about 18 knots by engines of 14,500 horse-power, and the much-contemned Belleville boilers. She has three screws, like the "Kaiser Friedrich III." and many other foreign vessels—a system which has not yet found favour in the British Navy. The "Pobieda" differs from her predecessors in having her eleven 6-in. guns in separate protected positions—one in the bow and five on each side, one of these last being in a sponson amidships, and four in two double, superimposed, sponsons forward and abaft.

Let us turn now to the very fine armoured cruisers which are to be present at the Coronation Review. In no department of Naval construction have the advances been more remarkable than in the development of vessels of this class. Our Japanese allies send the "Asama," bearing the flag of Rear-Admiral Ijuien, a vessel of 9,750 tons, built at Elswick in 1898. She has the advantage of being armoured from stem to stern with a belt of 7-in. Harveyised steel, having 5-in. steel above it, reaching from turret to turret, where it curves in to make a kind of citadel protected against raking fire. Four 8-in.



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THE SPANISH CRUISER "EMPERADOR CARLOS V."

Launched at Cadiz in 1895, she was not engaged in the war. She displaces 9,090 tons, and at forced draught can do 20 knots. She is 380-ft. long, with a beam of 67-ft., and a mean draught of 25-ft. Her engines were built at Barcelona after Maudslay's designs. Her barbettes, in which are 11-in. Hontoria breech-loaders, are protected with 9·8-in. armour. She has also six torpedo-tubes, two of which are submerged.

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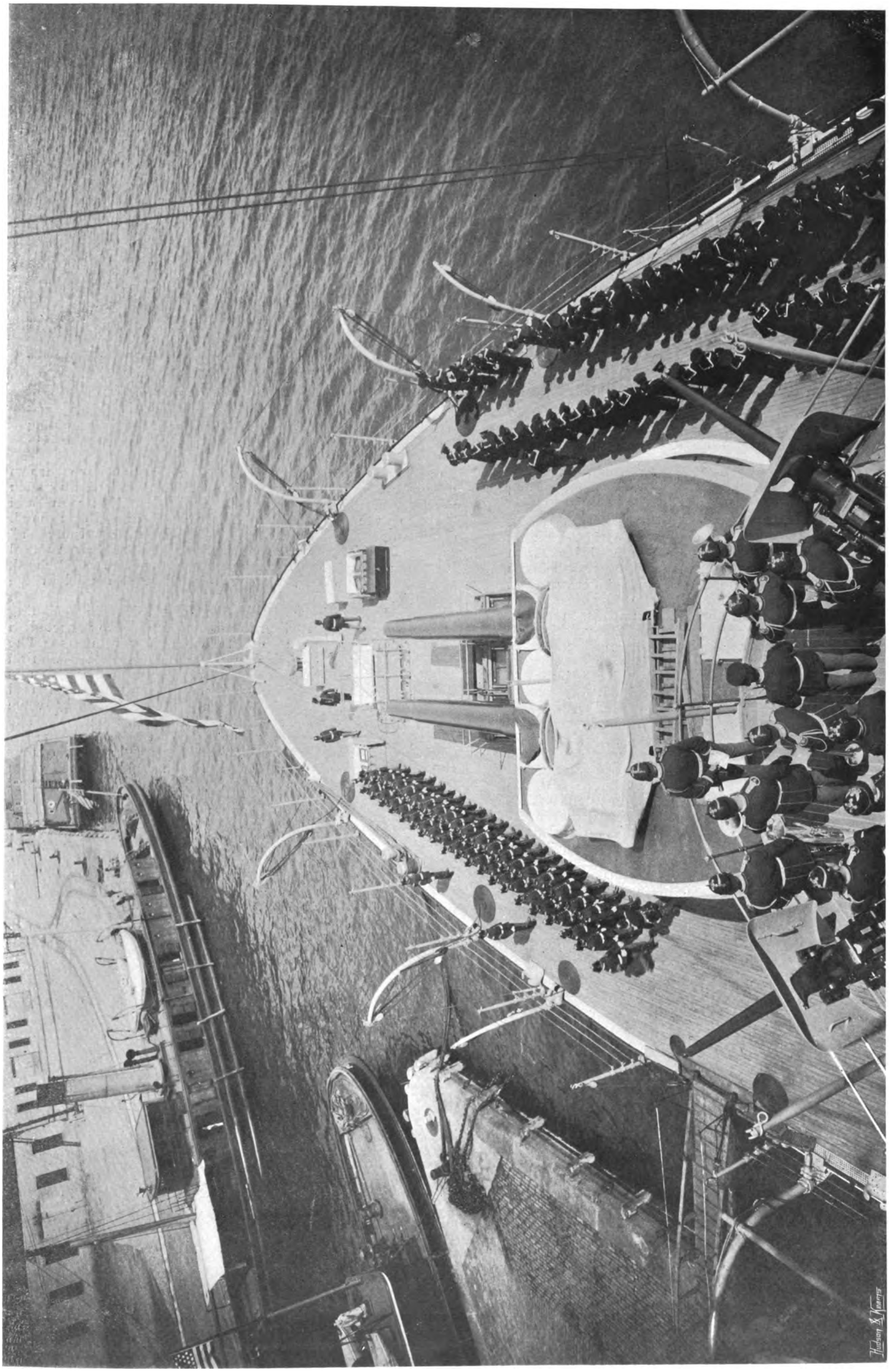

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UNDER THE STARS AND STRIPES.

View of the quarter-deck of the United States battle-ship "Illinois," taken as she was leaving for England.

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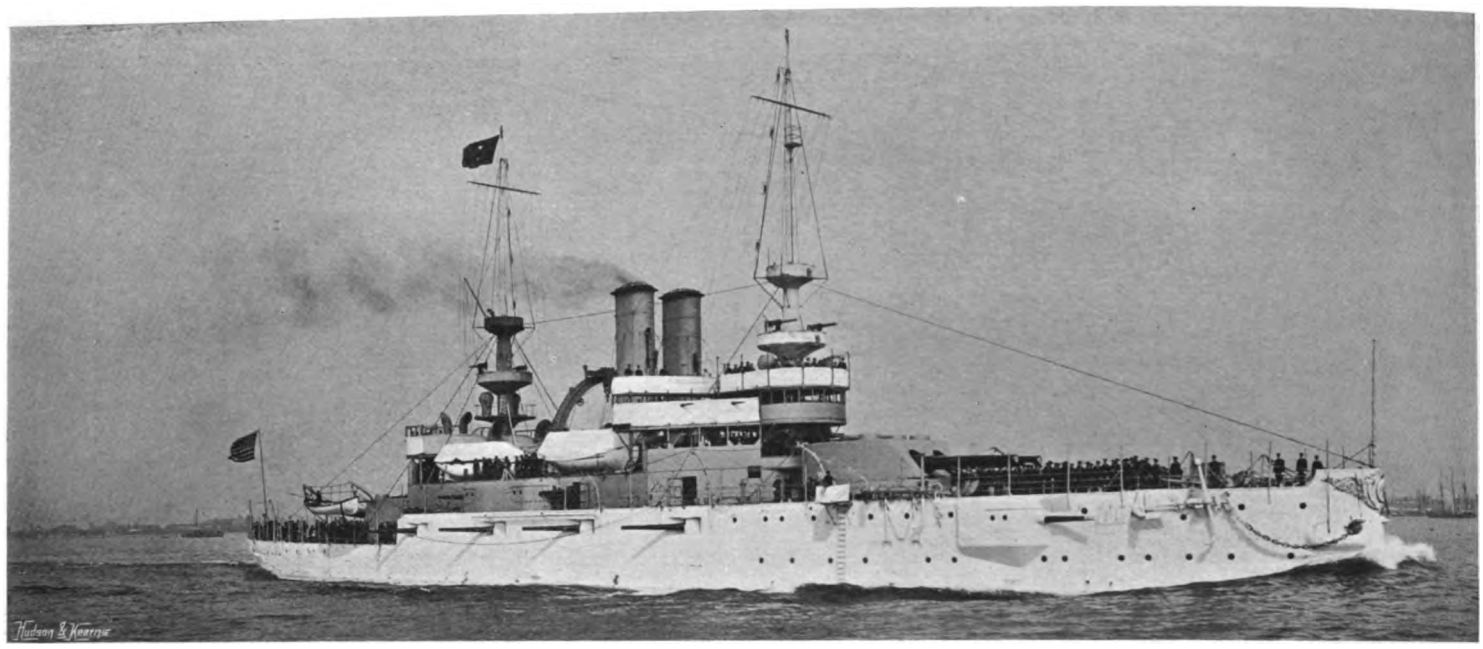

THE UNITED STATES BATTLE-SHIP "ILLINOIS."

Laid down in 1897 at Newport News, and launched eighteen months later, the "Illinois" has a length at the water-line of 368-ft. Her displacement is 11,565 tons, and she can do 16 knots at forced draught. She is a very heavily armoured ship, the armour in her barbettes being 15-in. thick. The total weight of her armour is 2,800 tons. In each turret she has two 13-in. breech-loaders, besides forty-two smaller guns.

guns are in the two turrets, and there are fourteen 6-in. Armstrong quick-firers, all with great arcs of fire, well protected by the citadel described.

Many details in this vessel would deserve to be dwelt upon if space were available. The fire-main, for example, is very completely protected under the armoured deck, with risers at intervals, each having its own valve, this being a feature based upon the lessons of the Spanish-American War, and very little wood is used. In all vessels of this class speed of course is the most important consideration. It is, therefore, interesting to know that at her speed trials this vessel made a mean rate of more than 22 knots, being considerably in excess of the contract. The "Asama" is interesting as representing a class of six vessels, all delivered by the builders, to which it is understood others are to be added.

The French armoured cruiser "Montcalm," which displaces about 200 tons less than the "Asama," but is considerably longer—452-ft., as compared with 408-ft.—is a vessel of considerable interest. She was selected to convey M. Loubet and his staff on the occasion of the recent visit to Russia, and proved herself a good sea boat in very bad weather. She was most elaborately fitted for the occasion, and a splendid *salle d'honneur* was rigged up on the quarter-deck, with rich hangings and elaborate adornments from the Elysée, for the entertainment of illustrious guests. The French are very ingenious in making such arrangements, and the success was complete, a picturesque point being added by the sentries standing at the entrances with their old-time halberds, which are still retained for ceremonial use in the French Navy. To look at her, the "Montcalm" seems built for speed, and her Normand boilers are said to be equal to 21 knots. Her heavy forward fighting mast, her four funnels separated in pairs, and her turrets and sponsons, give her a rather formidable appearance. She was designed by M. Bertin, the most eminent of French Naval architects, and is protected by 6-in. Harveyised steel from end to end, with thinner plating above, and two 7·6-in. guns are singly in turrets forward and abaft, while eight 6·4-in. guns are in protected casemates on the broadsides, with more than twenty other guns advantageously disposed. The French have thrown themselves with much zeal into the work of building such vessels, and their newer ones exceed the "Montcalm" and her two sisters in size, the latest of them, still in hand, displacing as much as 12,416 tons. When the "Montcalm" carried President Loubet she flew the flag of Rear-Admiral Roustan; but she now bears that of Rear-Admiral Richard, a well-known officer, who has lately commanded in the Atlantic.

The Italians have also shown great ability in designing and building armoured cruisers, and many constructed in their yards have been sold to other Governments. The "Carlo Alberto," which bears the flag of Rear-Admiral Mirabello, ranks very high among them. She displaces 6,500 tons, but, although much smaller than other armoured cruisers, she carries a very powerful armament, having twelve 6-in. quick-firers, six 4·7-in., and some twenty smaller. The principle upon which she has been built has been to give her a complete belt of nickel steel 6-in. thick, with other armour above it, making a complete protection for the guns, which have bulkhead screens between them. She has cylindrical boilers, and attained 19·2 knots on her trials.

We come now to the "Carlos V.," sent by the King of Spain, which flies the flag of a distinguished admiral, and has on board the Prince of the Asturias as Envoy Extraordinary. This vessel of 9.255 tons was built in a private yard at Cadiz, the design being suggested by that of the "Blake" and "Blenheim." She is thus, perhaps, not quite up-to-date, a fact which is due to the slowness with which she was constructed. She is, nevertheless, a speedy vessel, with considerable coal capacity, and having two 11-in. guns in turrets and eight 6-in. guns on the broadside. These are in themselves well protected, but damage would be done if shells should enter below.

Other interesting cruisers are also to be at the Review. The Japanese send another excellent craft in the second-class protected vessel "Takasago," of 4,160 tons, built at Elswick in 1897. Another Elswick cruiser at the Review is the "Dom Carlos I.," representing the King of Portugal, which

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THE OFFICERS OF THE "ILLINOIS."

Some of whom will represent the United States at the Review.

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passed through most successful trials. She displaces 4,100 tons, and is interesting as having Yarrow boilers, which enabled her to attain a mean speed of over 22 knots in a considerable sea and half a gale of wind. She carries four 6-in. guns and sixteen smaller, as well as five torpedo-tubes. The "Presidente Sarmiento," which represents the Argentine Government, is under command of Captain Don Felix Dufourg, and is a fine training vessel, built at Birkenhead, but she carries an effective armament, including five 4·7-in. quick-firers. The Chilian representative, which flies the flag of Rear-Admiral Juan Simpson, an officer of British extraction, is the "Chacabuco," a fine cruiser of 4,500 tons and 22½ knots, recently bought at Elswick.

Other ships at the Coronation Review will be formidable coast-defence vessels. The "Oden" (Vice-Admiral Klintberg) and the "Norge" (Vice-Admiral Sparre) represent Sweden and Norway. The first of these is a very heavily-armoured vessel of 3,000 tons with two 9·8-in. guns in turrets and a large armament in a well-protected central battery. The "Norge" is one of the coast-defence ships built at Elswick, displaces 3,847 tons, and has two 8·2-in. guns in heavily-armoured turrets and fourteen other guns well protected in casemates. This vessel also has Yarrow boilers to give a speed of 16½ knots. The Danish vessel, commanded by Captain Scheller, is the coast-defence armour-clad "Herluf Trolle," built quite recently at Copenhagen. She displaces 3,470 tons, and has two 9·4-in. guns in her turrets, and some twenty other guns well protected.

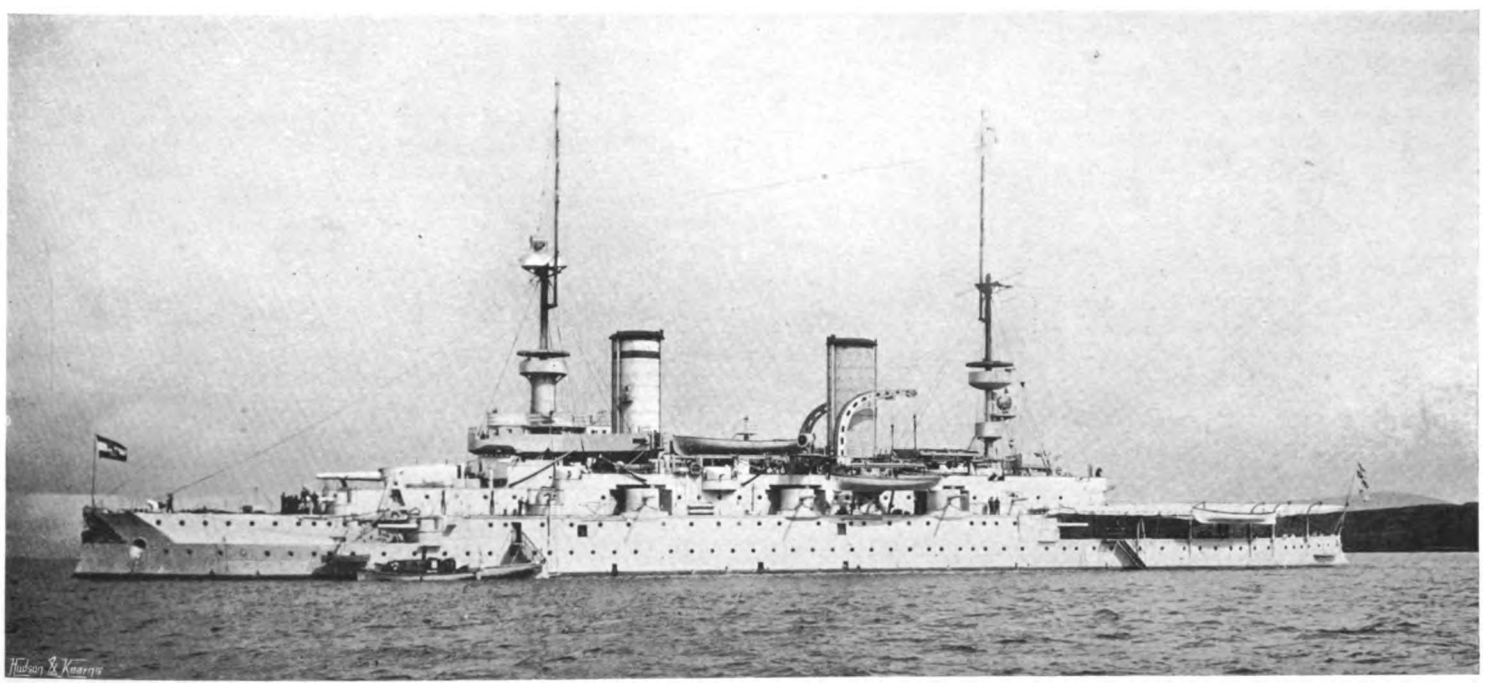
Some other vessels at Spithead conform more or less to these general types, and it will be seen that the foreign fleet includes excellent representatives of all classes of battleships, cruisers, and effective modern coast-defence ships.

OUR FOREIGN NAVAL VISITORS.

IT is a courteous custom general among the Powers, and one grown more graceful through age, indicative of international good feeling, that, on great occasions of State, such as the Coronation of Kings, Ambassadors Extraordinary or other Ministers of distinction are deputed to convey the congratulations of Rulers of States to the Courts or countries in which joyous or important events are being celebrated. The presence of these distinguished personages adds no little to the significance, as it does to the picturesqueness and splendour, of national festivities, and such guests are welcomed with the greatest honours which countries can bestow. Among those who come to felicitate King Edward, and to take part in the celebration of his Coronation, which is now stirring the heart of the nation and Empire, many are Naval officers of eminence, who have played a large part in the affairs of their own countries, whose fame has spread to other lands, and who are distinguished in many spheres. With them must be associated the Naval Attachés of the various Legations, who permanently represent foreign Navies in this country, and of whom it may be said that all have made many friends among us.

Most honoured of the Naval officers to be present at the Coronation is Prince Henry of Prussia, who will be welcomed most cordially because of his high personal qualities, and perhaps even more as the nephew of King Edward, to whom he conveys the congratulations of the illustrious Ruler of Germany. Prince Henry was in British waters with the German squadron quite recently, and the zest with which he threw himself into polo and other sports during his brief sojourn in Ireland proved that he possessed those personal qualities which are a good deal valued among Englishmen. Germany possesses no seaman more highly esteemed than the Emperor's brother, and recently, when the jubilee of his Naval service was celebrated, the enthusiasm of the festivities showed the genuine regard in which he is held by his comrades of the Naval Service. The Prince first went to sea in a training-ship in 1877, and during the quarter of a century in which he has gained his experience, he has passed through every rank with credit and even with renown. He has been identified with each step in the progress of the German Navy, and has displayed fine seamanlike qualities in many positions. His first independent command was that of a torpedo flotilla, with which he visited our coasts. The ships which he has successively commanded mark the growth of the German Navy—the "Irene," "Beowulf," "Sachsen," and "Wörth." His later service, as chief of a division of the first squadron, is well known, and his name was in every mouth when he went out as "the iron fist" of Germany for the occupation of Kiao-Chau. In every way a typical Naval officer is Prince Henry of Prussia, and a very gallant representative of the country and service which he adorns. A pleasant incident in regard to the Kaiser's Navy is the conferring by King Edward recently of honours upon many of its officers, including Vice-Admiral Bendemann and Captain von Usedom. With Prince Henry, we welcome Vice-Admiral Baron von Seckendorff, Master of his Household, and Admiral von Koester, a distinguished officer, who has held many important commands, and with them we link Captain Coerper, the Naval Attaché of the German Embassy, who is a gallant representative of the Kaiser's Navy, extremely popular in English society, and very widely known for his kindly geniality.

France has selected representatives well worthy of her ancient fame, for Admiral Gervais, Ambassador Extraordinary, is linked with M. Paul Cambon, the French Minister at our Court. France possesses no seaman of greater experience than the gallant officer, and none so highly esteemed by the Service or by the country at large. Admiral Gervais was well known as a seaman of experience and long service, a scholar, and a thinker, when he was selected to command that Naval force which paid the memorable visit to Cronstadt, whereby the alliance between France and Russia was sealed.



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THE GERMAN BATTLE-SHIP "KAISER FRIEDRICH III."

This vessel, which was flag-ship of Prince Henry's squadron on the recent cruise round Ireland, was built at Wilhelmshaven, and launched in 1896. She displaces 11,130 tons, and has a sea speed of 18 knots. Her armour is of Krupp steel, varying from 5·9-in. to 12-in. in thickness. She has a very heavy armament, and carries in all fifty guns, besides torpedo-tubes. She has a complement of 655 officers and men.

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The greater renown of the visit of Admiral Avellan to Toulon in 1893 was but the reflection of the celebrations at Cronstadt. The importance and success of Admiral Gervais's mission made him very popular among his countrymen, and the diplomatic skill with which he handled affairs showed that he was something more than a seaman. He has commanded the French Naval forces in various waters, and twice has received a special commission as "admiralissimo" to direct the operations of the combined squadrons in the manœuvres. As a member of the Superior Council of the Navy, he has exercised considerable influence in laying down that programme under the provisions of which the French Fleet is now being augmented. At the Spithead Review, Rear-Admiral Richard, who will fly his flag in the "Montcalm," was appropriately chosen to represent his country. He has many friends here, having been for some time Attaché at the Embassy. Captain Schilling is his successor in that important position, and is also very popular in England. He is an officer of much service and wide experience, and strengthens the Naval element in the French representation at the Coronation.

Photo. Copyright. *Danielsen.*

THE DANISH CRUISER "HERLUF TROLLE."

This vessel, which is used as a coast-defence ship, was built at Copenhagen and launched in 1899. She is 271-ft. long, and has a mean draught of 16-ft. 2-in. Her hull is of steel, protected by an armour belt 7¾-in. thick. Her heaviest guns are 9·4-in.

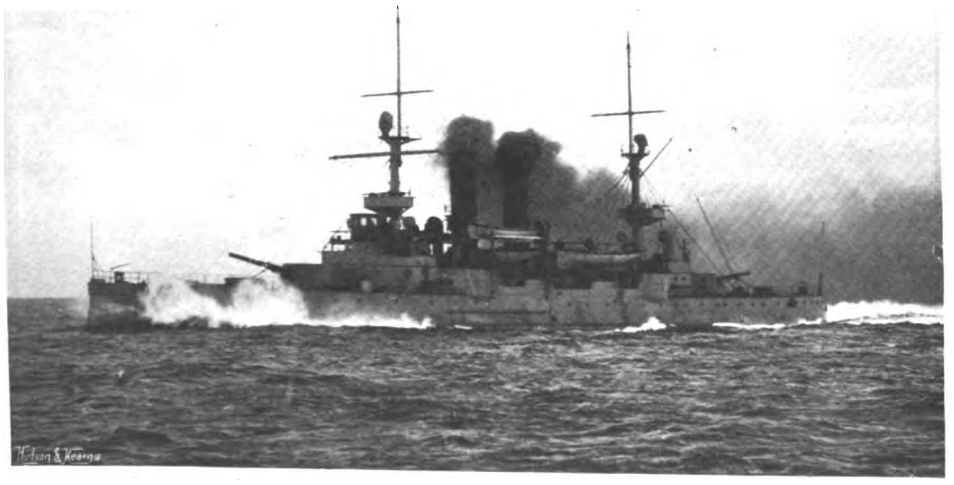
In the brilliant assemblage of foreign notabilities there will be officers from other countries not less distinguished in many ways than the representatives of France and Germany. The closeness of the bonds which unite the Royal Families of Great Britain and Russia has caused the Czar to send a splendid special embassy on this occasion to London, while at Spithead his finest battle-ship, bringing with her a flag officer of high repute in the person of Admiral Kasherininoff, will be a great ornament of the Naval review. The Russian Naval Attaché, if less known in English circles than some of his comrades of the Diplomatic Corps, is a zealous servant of his august master.

The Duke of Aosta, cousin of King Victor Emmanuel III., is the representative of Italy, bringing with him a brilliant staff; but for the chief Naval representative we must look to the waters of the Solent, where Rear-Admiral Carlo Mirabello will fly his flag. That officer is second in command of the Italian Mediterranean Forces, and has been especially deputed to display the flag of Italy in a fine armoured cruiser at the review.

Unfortunately, the Dual Monarchy of the Emperor Francis Joseph will not be specially represented on its Naval side, but we have an excellent Austrian officer permanently located in this country in Captain Baron de Schwartz, the Naval Attaché. At the Coronation itself the Archduke Franz Ferdinand, heir to the throne, has a worthy place among the representatives of the Powers as Ambassador Extraordinary.

Spain is another State of ancient friendship with England, and the Duke de Mandas, ambassador of King Alfonso, has been deputed to represent him, with a distinguished staff; while it is understood that a highly valued officer, the Under-Secretary of State for the Naval Department, will be present in the "Carlos V." at Spithead.

It is abundantly gratifying to welcome the Coronation representatives of the United States of America, and Mr. Whitelaw Reid is accompanied by well-known Americans. It is believed that Captain Clark, who was in command of the "Oregon" in the war with Spain, though selected to accompany him, will be unable to do so. At least, it has been stated that, through the action of Congress in neglecting to make a suitable allowance, Captain Clark thought it better to withdraw from the Embassy, to which he had been appointed as Naval Attaché. General James H. Wilson, a distinguished soldier, represents the Army, but at Spithead the American Navy will make a brave display, and in the "Illinois" is Rear-Admiral Crowninshield, who has been most closely identified with its recent developments. He has had large experience of administrative work in many departments, and much of the modern efficiency of the United States Navy may be attributed to his knowledge and foresight. As a particular reward he was selected to command the American vessels on the European station when the squadron was constituted afresh after being discontinued for some time, owing to the exigencies of the war with Spain and the employment of vessels elsewhere. Captain Converse, who commands the ship, has seen much service. He was concerned in the enquiry as to the destruction of the "Maine" in Havana Harbour, and gave evidence that carried weight. But, apart from any special Embassy, the United States Navy has a most popular and accomplished officer in this country in the person of Captain Richardson Clover, the Attaché, who is well known in Society and most highly esteemed.



THE NORWEGIAN CRUISER "NORGE."

The "Norge" was built in England and was launched at Messrs. Armstrong's works in 1900. She is one of the newest ships in the Norwegian Navy. Her speed at an indicated horse-power of 4,800 is 16·5 knots. Her armour belt of Harvey-nickelled steel is 6-in. thick, and 8·2-in. guns are her heaviest armament.

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As these brief notes upon the foreign Naval officers who will be present, either in London or at Spithead, at the Coronation celebrations began with our European friends, so they shall end with our Asiatic allies. The Japanese Ambassador in this country, Viscount Hayashi, has become more than ever popular since the signature of the Convention, and the members of the Legation staff are well known in Society. Captain Tamari, the Naval Attaché, is a scientific officer, who keeps a constant watch upon all Naval progress. He fought in the war with China, and was in command of one of the vessels at Port Arthur. The Emperor of Japan is sending a brilliant Ambassador Extraordinary in Prince Komatsu, and two fine cruisers will be at the review. An officer of great professional competence has been chosen as the Naval representative there, and although Rear-Admiral Ijuien is as yet little known in this country, he will be welcomed as the representative of our august ally, and the vessel which bears his flag will not be the least noted among the many at Spithead.

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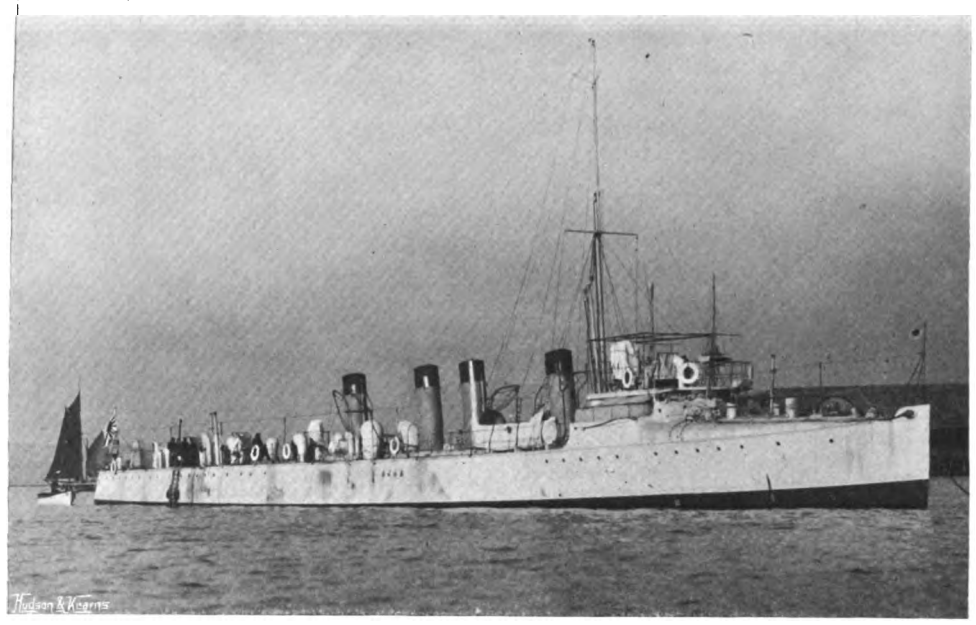

THE JAPANESE TORPEDO-BOAT DESTROYER "ASASHIO."

The "Asashio," which has only just been completed at Messrs. Thornycrofts' Yard, is one of the latest and fastest Japanese torpedo-boat destroyers. With an indicated horse-power of 5,700, she attained on her trials a speed of 31 knots.

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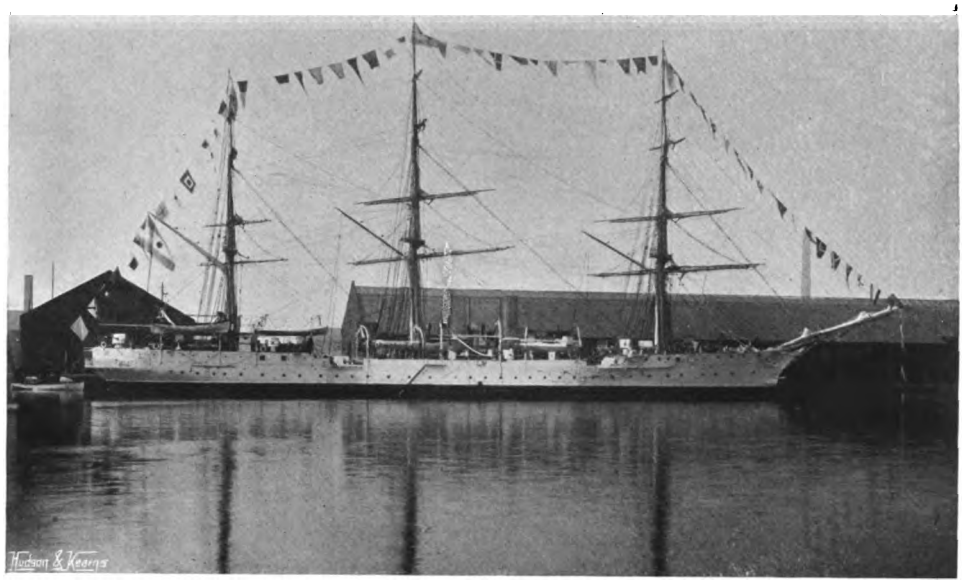

THE ARGENTINE TRAINING-SHIP "PRESIDENTE SARMIENTO."

This vessel was built by Messrs. Laird at Birkenhead. She was launched in 1897, and is used as a training-ship. She displaces 2,750 tons, and her nominal speed is 13 knots. Her hull is sheathed and coppered.

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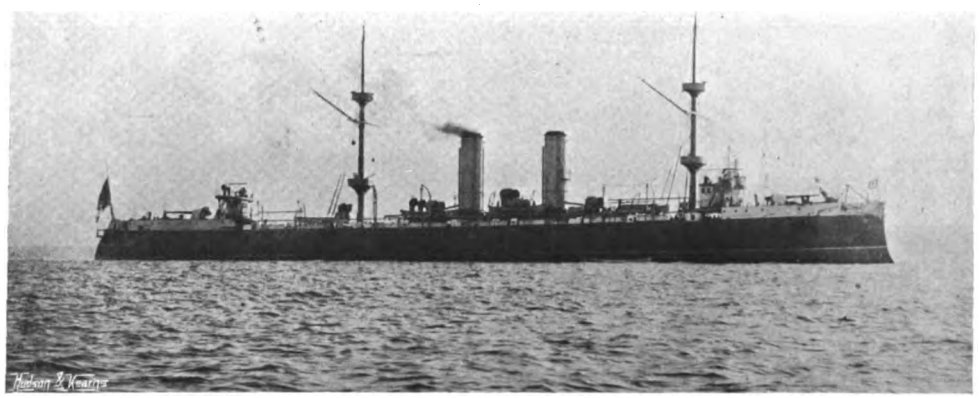

THE PORTUGUESE CRUISER "DOM CARLOS I."

Launched at Elswick in 1898, the "Dom Carlos I." is one of a series of types which Portugal ordered at that time. Her displacement is 4,280 tons, and her engines, by Messrs. Hawthorn, Leslie, and Co., give her an average speed of 20 knots. She is but lightly protected, and carries thirty quick-firing and four machine guns, besides five torpedo-tubes (two submerged).

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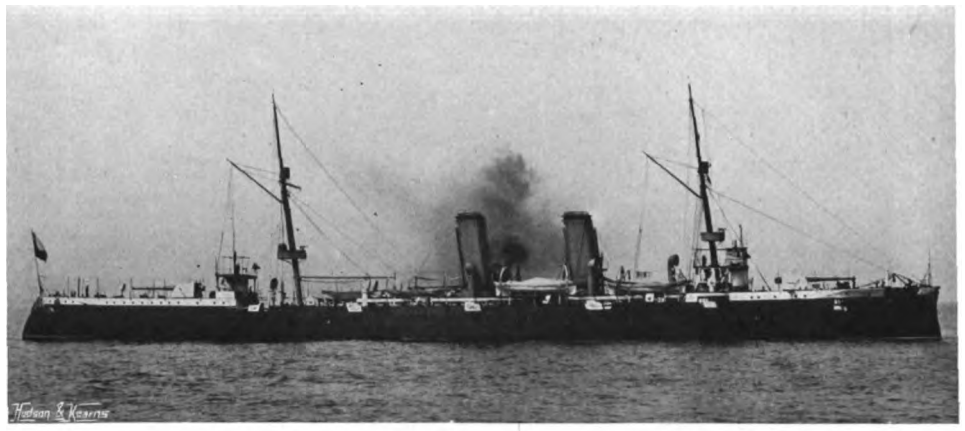

THE NEW CHILIAN CRUISER "CHACABUCO."

This vessel, which was built by Messrs. Armstrong, Whitworth, and Co., at their Elswick Yard, has only just been purchased by the Chilian Government. Rear-Admiral Don Juan Simpson flies his flag on board the "Chacabuco." She is of 4,500 tons displacement, 22½ knots speed, and carries a heavy armament.

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THE NAVY'S LINK WITH THE THRONE.

Photo. Copyright. *W. & D. Downey, 57, Ebury Street.*

H.R.H. THE PRINCE OF WALES.

Admiral Commanding the Fleet assembled for the Coronation Naval Review.

No closer, more warmly appreciated, bond of union between the King and the Royal Navy could well be conceived than the fact that his eldest son is a sailor, and "a right good sailor, too!" His Majesty himself is, of course, titular head of the Navy, but in these days a closer personal association between a reigning King of England and his Fleet is impossible. The greater cause for congratulation has the Sea Service in the fact that H.R.H. the Prince of Wales is not only a Naval officer by right of his Royal position, but by education, and by frank predilection as well.

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THE ARMY AND THE BLOOD ROYAL.

Photo. Copyright. *Lafayette.*

H.R.H. THE DUKE OF CONNAUGHT.

General Commanding the Troops assembled in London for the Coronation.

Brother of the reigning Monarch, well-beloved son of the late Queen Victoria, himself one of the very best soldiers the British Army has ever produced, H.R.H. the Duke of Connaught has at least a triple military claim to the nation's regard. Even apart from the accident of Royal birth, he would certainly have risen to the highest rank in his profession, and it is a singular tribute to him both as a Prince and a man that he is as personally popular as he is professionally esteemed. In all parts of the Empire his Coronation command gives peculiar satisfaction.

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THE RULING PRINCES OF INDIA.

THE KING'S GUESTS.

THE Procession to Westminster Abbey on the 26th inst. will probably be the most gorgeous spectacle ever seen in London. East and West will vie with each other in splendour in their attempts to do honour to the auspicious occasion of the crowning of the greatest Monarch on Earth. In all the resplendent throng of Princes, it is probable that those who come from India will attract the greatest amount of attention among the multitude. Common as Indian fellow-subjects are in London, where their swarthy colour has ceased to attract even passing attention, the sight of a great Prince of the East in all his Oriental splendour is comparatively rare, while the magnificence of the West has become familiar.

The picturesque dresses and the gorgeous and glittering gems of the Indians will far outshine any of the outward adornments customary to Western Princes. These outward things alone would attract notice. There is the still deeper inward feeling of brotherhood between the Briton and his Indian friend who has thrown in his lot with the great Empire, and who has travelled thousands of miles to do honour to his Emperor. We cannot help reflecting that, magnificent and gorgeous as the King-Emperor's Procession will be, each of these great Princes who come to do him honour must have witnessed in his own dominions scenes of splendour which would more please the artist's eye, and which are impossible of reproduction where the onlookers (who form no unimportant part of the show) have to wear the quiet garb of the West. In the East the great ceremonies are little hampered by streets. The few thousands that there take the place of the London millions are nearly all grouped in an open space, and the eye can rest on all the pomp at once, as it were, instead of having it divided piecemeal. The gorgeous canopies, the painted domes and spires, the lavish display of cloth of gold, the purple, the rose, the sky blue, the green, and the scarlet with which even the poorest Indians clothe themselves on festive occasions, are absent from an English gala. By some natural instinct these inharmonious colours are so grouped as to please the eye of the most fastidious artist and to leave our best efforts at the picturesque behind. Nevertheless, we can show the splendour of solidity, the grandeur of Power and Might and Wealth, which the East cannot approach, and, though we may not meet the desire of the artist, we surely can be satisfied that the display will be worthy of the capital of the British Empire in doing honour to its King and Emperor.

Five of the Emperor's guests are Ruling Princes. Colonel H.H. Maharaj Dhiraj Sir Madho Rao Sindhia, G.C.S.I., A.D.C., Maharaja of Gwalior, is a young prince of the highest promise, who bids fair to follow worthily in the footsteps of his illustrious ancestors. When the Maharaja was a child the Government of India appointed Lieutenant-Colonel Crofts, C.I.E., I.M.S., to take charge of him.

Other officers who accompany the Maharaja Sindhia are Sir Clement Filose, Military Secretary; Sirdar Appa Sahib, a brother-in-law of His Highness and Private Secretary; General Kashi Rao, C.S.I., Commander-in-Chief of the Gwalior Forces; and Mr. J. W. D. Johnstone.

General Kashi Rao, C.S.I., deserves well of England. as he did most excellent service in the Mutiny, succouring British women and children.

His Highness of Gwalior served in China on General Gaselee's staff. He maintains some splendid regiments of Imperial Service troops.

A GREAT MAHRATTA.
H.H. the Maharaja of Gwalior.

Another Prince is H.H. Maharaj Dhiraj Sir Mahdo Singh, G.C.S.I., G.C.I.E., Maharaja of Jaipur. This prince of ancient lineage, for he claims as ancestor Dhola Rai, thirty-fourth in descent from Rama (could any lineage be more ancient?) is the head of a very important State in Rajputana. He succeeded to the throne of Jaipur in 1880, and though he has not been very prominently before the public, he is held in universal esteem. Jaipur is a model city. It was laid out and built long before the British occupation yet, its plan is that which modern ideas consider best for a new city. It is perhaps the most beautiful and best regulated city in India.

Kolhapur, as a State, possesses much interest. We are sure that its august ruler, H.H. Sir Shabu Chhatrapati Maharaj, G.C.S.I., K.C.B., Maharaja of Kolhapur, will attract a great deal of attention, and will everywhere be received in a manner befitting a descendant of the great Sevaji.

H.H. the Maharaja of Bikanir, who comes in place of the Nawab of Bahwalpur, is the descendant of a noble line of Rajputs, whose bleak territory cannot boast a single river or stream. Nevertheless, it produces true and gallant men.

The name of Sir Pertab Singh is well known to all Englishmen. It is only necessary to mention it to call forth expressions of admiration and goodwill. This Royally-born soldier has this year become Maharaja of Idar, and is officially known as Colonel His Highness Maharaja Sir Pertab Singh, G.C.S.I., K.C.B., A.D.C., Maharaja of Idar.

An almost equally popular Prince is Lieutenant-Colonel His Highness Sir Nriprendra Narayan Bhup Bahadur, G.C.I.E., C.B., A.D.C., Maharaja of Kooch Behar, who comes as A.D.C. to the King and not as a ruler.

Photos. Copyright.
A PRINCE'S GUARDIAN.
Lieut.-Col. Crofts, C.I.E., I.M.S.

A COMMANDER-IN-CHIEF.
General Kashi Rao Bahadur.

Johnson & Hoffmann.
A TRUSTED FRIEND.
Sir Clement Filose.

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THE CORONATION IN INDIA.

By CAPTAIN OWEN WHEELER.

PERHAPS it may be a new thought to many that this is the first Coronation which has had a chance of being really extensively and contemporaneously celebrated in India. Even in this case the official Coronation Durbar will not take place until January next, when, as has already been foreshadowed in NAVY AND ARMY ILLUSTRATED, the auspicious event of next week will be honoured on a scale of befitting splendour at Delhi, where suitable preparations are now being made. But, apart from the Coronation Durbar, there will, of course, be celebrations throughout India on the 26th, in which the British and Native communities will vie with one another in evincing their loyalty, and the extraordinary personal esteem and love in which King Edward is held throughout the length and breadth of the "Great Dependency."

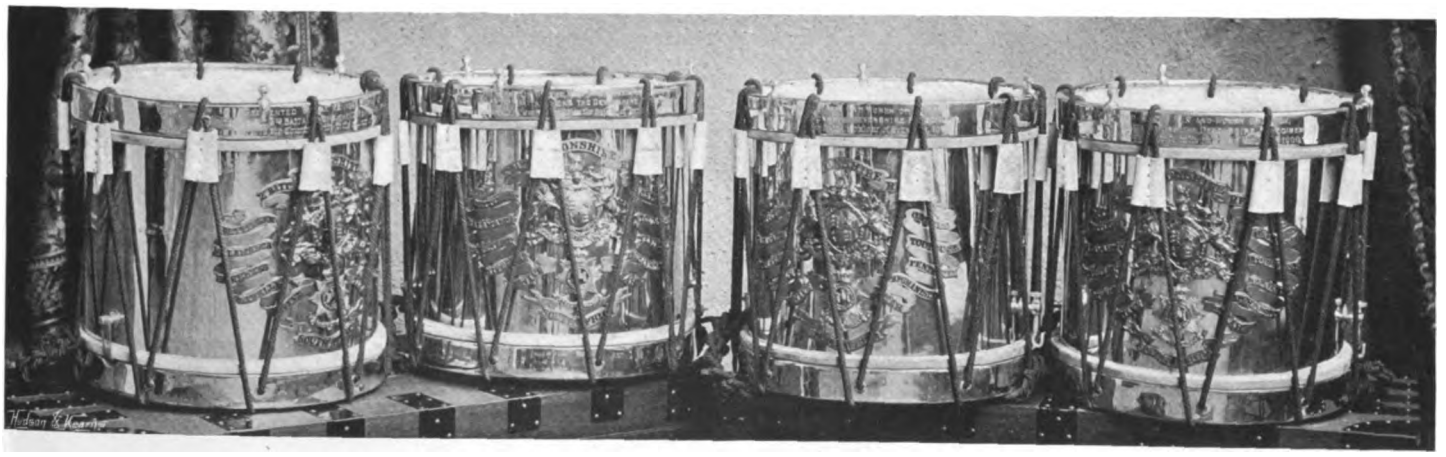
Among British residents in India these celebrations will naturally be tempered to some extent by considerations of climate. Enthusiasm, which is possible in this country, is apt to evaporate a little, at any rate after a while, with a temperature at 100-deg. in the shade, and it is only in the early morning and evening that the actual day of the Coronation is likely to witness any sustained outbursts of sentiment, so far as the British residents on the plains of India are concerned. Such ceremonial parades as will be held at the military centres will necessarily be brief, but in the hills a freer note of rejoicing may be struck. At Simla and other Government headquarters we may be sure that the observance of the day will be on a very considerable scale of enjoyableness if not of brilliance. At Simla, of course, the presence of the Viceroy will lend a special character to the levée, or ceremonial banquet, or ball which is sure to mark the occasion. But, in view of the future Durbar, it is only natural that, even at the headquarters of the Government of India itself, the official recognition of the Coronation will be a matter of somewhat modified festivity, though certainly not of curtailed rejoicing or lessened loyal feeling.

Among the natives of India the Coronation is likely to be celebrated chiefly by the distribution of charitable gifts on a very large scale by Native Princes, and by other wealthy members of the community. In the Oriental mind the accession of a ruler is always associated with the giving of largesse, and with the invitation of the poor to copious banquets in which sweetmeats and other Eastern delicacies figure a great deal more largely than would be appreciated by the lower classes in this country. Incidentally it may be mentioned that, on this account, the news of the King's Dinner to the Poor will probably awaken peculiar interest in India, where such a gift will be regarded as peculiarly appropriate to such an occasion. For the rest, the rejoicing of the Native community will probably take shape largely in illuminations and in firework displays, of which the Natives are particularly fond. One can imagine that, in Bombay and Poona especially, these displays will reach a pitch of effectiveness such as is seldom obtained even in the best ordered European capitals. Native fireworks are sometimes of doubtful excellence, but for such an event as Coronation Day we may be quite certain that the best English makers have received enormous orders from Indian Princes and the great merchants of the various Indian capitals.

Reverting to what I said as to this being the first Coronation which has been celebrated on any great scale in India, we must not forget that it was only in 1858 that India ceased to be under the administration of the East India Company, and that, therefore, the celebration of the Coronation of an English monarch had not the official significance in India it has now. Moreover, any such celebration could not be simultaneous with the event without some risk of accident, for the simple reason that there was no telegraph, and that an interval of a good many weeks had to elapse before the news that the Coronation had taken place could reach the Indian public. Indeed, the rapidity with which the tidings of the coming event will be transmitted to the East is an interesting, if minor, feature of its historical significance.

Still, we may be sure that, although the festivities may have been somewhat belated, and may have lacked something of the pomp and ceremony of later days, the loyal servants of the grand old East India Company did not let a Coronation pass without making the most of such an opportunity. From what one can gather of the state of Anglo-Indian society a century or so ago, an excuse for something a little out of the common in the way of high living, in Calcutta at any rate, was gladly welcomed by the mercantile community, and no less by the servants of the Company who were engaged in administrative duties. Perhaps under the Marquess of Wellesley, who was Governor-General from 1798 to 1805, things were somewhat more orderly at Government House than they were occasionally in the time of Warren Hastings five-and-twenty years before. Then, as we know from Macaulay's brilliant essay, it was not impossible even for the Governor-General himself to let his feelings get the better of him when under the influence of wine; and we may be sure that a community which thought little of such festive demonstrations as that which Warren Hastings is reputed to have made towards Philip Francis, would have celebrated a Coronation with something more than ordinary vigour, and possibly with a tendency towards indecorous excess.

When at last there occurred in India a genuine opportunity for celebrating an event closely allied to a Coronation ceremony, the country seized it eagerly. The proclamation of Queen Victoria as Empress of India at a great Durbar at Delhi on January 1, 1877, was rightly made the occasion for a display of unparalleled splendour, such as appealed directly to the Oriental mind; and although to some Western critics the setting of the ceremonial may have appeared a little



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THE SILVER DRUMS OF THE DEVONS.

Presented to the 1st Battalion by the County of Devon and sent to India.

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barbaric in its profusion of colouring and adornment, there is no question that it fulfilled its purpose, and created a deep and lasting impression among the natives of India. It is interesting, too, to remember that the effect was heightened by the tour which the Prince of Wales, now our gracious King, had made through the country in the cold weather of 1875-76—a tour which, to use the words of Sir William Hunter, "evoked a passionate burst of loyalty, never before known in the annals of British India." It was then that "the feudatory chiefs and ruling houses of India began to feel for the first time that they were incorporated into the Empire of the British Queen." We may be sure that those of the older chiefs and nobles of India who met His Majesty in the course of that memorable visit, and who subsequently took part in the great Delhi Durbar, will make a very special effort to be present at the ceremony to be held next January in the same historic centre.

It will, of course, be remembered that it was to Lord Beaconsfield that the idea of bringing the reigning monarch more closely in touch with India by the creation of the title "Kaisar-i-Hind" was due, and the Asiatically-tinged mind of that great statesman must have been profoundly gratified with the luxurious elaboration with which his design received illustration in the Proclamation ceremony.

The history of the Imperial assemblage at Delhi has formed the subject of many picturesque descriptions, and of at least one gorgeous souvenir volume. For the purpose of this brief sketch, it is sufficient to say that the Durbar was one of almost inconceivable magnificence, and that no detail was neglected to enhance the Imperial character of the event. The proclamation was made by the Viceroy, the late Earl of Lytton, attired in the gorgeous robes of Grand Master of the Star of India, and surrounded by a glittering *entourage*, which included a most brilliant gathering of Native Princes, and of visitors from all parts of the world. The Viceregal elephants were, of course, in evidence, with their silver howdahs and other state trappings; and it is needless to say that the display made by the Native Princes was all that wealth and emulation could make it. The herald chosen for the occasion was an officer, Major Barnes, of the Bengal Cavalry, a man of fine presence and notable "word of command," whose resplendent costume, specially designed for the occasion, was a distinct feature of the function. The ceremony passed off without a hitch; and although it had a painful sequel in a terrible famine and the Afghan War, it stands out in Indian history as an event of real historical importance. The genuine appreciation it evoked from the Natives may alone be regarded as sufficient compensation for the vast trouble and cost of this the most splendid and elaborate spectacle India has hitherto witnessed. Superb, however, as it was, it is quite possible that in January next the Coronation Durbar, at which Lord Curzon will preside, will throw it somewhat into the shade.

THE RULER OF JAIPUR.
H.H. Sir Mahdo Singh, G.C.S.I.

In the first place, keenly alive as the late Lord Lytton was to the importance of making the Proclamation of the Empress of India as imposing as possible in a spectacular sense, it may be questioned whether even that eminently brilliant diplomat so clearly understood the feelings of natives of India with regard to such functions as Lord Curzon does. There were times when Lord Lytton slightly detracted from the pomp and splendour with which he was surrounded by a personal lack of complete dignity, which could not fail to be noticed by such acute critics of these matters as the Native Chiefs. In this direction Lord Curzon never errs. It may be that to English ideas he is even a little too grand and ceremonious, but he is perfectly right in supposing that this attitude is distinctly pleasing to races of peculiarly dignified and polished manners, to whom not infrequently the frankness and brusqueness of Western ways are positively distasteful. When King Edward VII. is proclaimed Emperor of India at Delhi, and Lord Curzon receives in his name the homage of the assembled Chiefs, we may take it for granted that the Viceroy's stately demeanour and punctilious observance of the strictest rules of etiquette will impress the Native rulers of India and their nobles quite as forcibly as his glittering environment.

What will certainly increase the historical importance of the occasion will be the fact that Edward VII. will be proclaimed Emperor of a distinctly larger India than that of which Queen Victoria became Empress in 1877. Since the latter date Upper Burma has been added to the British Empire, and considerable alterations have taken place in the adjustment of the frontier, notably in regard to Chitral and Gilgit.

But unquestionably what is required to render the Coronation Durbar a complete, a magnificent, and a lasting success is the presence of the Prince of Wales, an auspicious contingency which is anticipated with some hopefulness, and the realisation of which would awake in India an extraordinary burst of enthusiasm. We have already seen that the memory of the King's visit to India in 1875-76 had contributed in a marked degree to the success of the Proclamation Durbar in 1877, and the joyful presence of so many Indian Chiefs at the Coronation ceremony in London is sufficient indication of India's continued loyalty towards the Throne. If the Prince of Wales can attend the Coronation Durbar next January, it is not too much to say that the circumstance will be regarded by the Natives of all ranks as one of the brightest and most significant events in the recorded annals of British rule.

Photos. Copyright.
A PRINCE FROM BOMBAY.
H.H. the Maharaja of Kolhapur.

Johnson & Hoffmann.
SPORTSMAN AND SOLDIER.
H.H. the Maharaja of Kooch Behar.

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THE INDIAN CONTINGENT

IN THE CORONATION PROCESSION.

IF the ghosts of the great Clive and the equally great Warren Hastings could sit up in some convenient spot, say the gallery of the Nelson Monument, and watch the Coronation procession, they would be considerably startled by the Indian Contingent. In their wildest dreams, great men as they were, neither Clive nor Hastings ever dreamt of an India such as India is to-day.

An Empire loyal and united throughout its length and breadth, past dissensions buried and forgotten, sends to-day its representative soldiers to show themselves alongside their European brethren-in-arms at the crowning of King Edward, their Emperor.

The example set by their great Chiefs is not lost upon these soldiers. They see their own flesh and blood, the rulers whom they have been taught from infancy to reverence, throwing in their lot with the Great Raj, and if anything were needed to further bind their proved loyalty, surely that bond is provided by the example of the Chiefs of their own race.

Bitterness and bloodshed there have been in the winning of India. War was never made there with rose-water. Clan against clan, family against family, for centuries strove for superiority, and the internecine feuds which racked the continent seemed as if they never would have an end. Steady perseverance on England's part, backed by the valour and devotion of her own sons and that of her Indian allies, has resulted, after troublous centuries, in welding India into a solid Empire, which will not be broken. Could any example of this be given more perfect than the spectacle of the troops from all parts of the Indian Empire who have come to represent the Indian Army at His Majesty's Coronation? Afridis from beyond the border, true and loyal soldiers as they prove, march side by side with Tamils from Madras. The Mahratta and the inhabitant of Bengal (*not*, a big *not*, the Bengali) march side by side. The Gurkha and the Deccani exchange salaams. The proud Rajput and the fiery Pathan are friends under one flag. There is no truce here. This is lasting, genuine union—the true union that comes wherever the British flag has fully established its right to fly. Truly a lesson to those who would advocate the partition of our own islands.

An idea of the diversity of races represented by our Indian Army may be formed by reference to the following remarks. The selection by the Government of India has been most comprehensive, and those who will march in King Edward's Coronation Procession represent nearly all the classes which join the Army in India. It would require a series of thick volumes,

A WARRIOR PRINCE.

H.H. Sir Pertab Singh, A.D.C., Maharaja of Idar.

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GREEN AND GOLD.

A Bombay Lancer.

A PILLAR OF THE STATE.

Sowar, Viceroy's Body Guard.

Johnson & Hoffmann.

A RED LANCER.

Sowar, 18th Bengal Lancers.

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instead of a short newspaper article, to point out the history of the origin and customs of the races represented. They are in some instances as widely apart as Turks and Englishmen in their customs, while their ethnography is still far more widely distinct.

It would be interesting for one who has not been to India (and for many who have been there) to visit the camp at Richmond with an intelligent guide. Such a visitor should, first of all, remember that he is going to observe the habits and customs of men of races whose civilisation, though perhaps not so perfect, is much older than our own. Most of the Indian races much dislike "making themselves into a show." They are nearly all very good observers, and are quick to perceive the difference between gentlemanly courtesy and overbearing *hauteur*. Generally speaking, take an Indian of whatever race—North, South, East, or West—in the right way, and he will be responsive. Vulgar chaff or interference with his prejudices the Indian will not brook. Though he may answer quite respectfully, his heart is set against one whom he puts down as *not* a "sahib."

The visitor to the camp, which, by the way, the Richmond Town Council have generously given free of charge, for the use of the contingent, will, if he be observant, notice many things. He will see how jealously the high caste Hindu guards his food lest any contamination should approach it; how the Christian from Madras eats and drinks much as he would himself (these Christians are usually bandsmen or trumpeters); how the lancer plants his spear before his tent; how well the tents are lined; how well the horses know their feeding-time; and a thousand other hows. Something new will strike him at each turn. Maybe, a Sikh "doing" his hair, for a Sikh never cuts his hair, and when his beard is flowing instead of being neatly folded over his head, and the long hair of his head mingles with it, the first impression of the stranger is that he has come across a Jabberwock in the flesh. Maybe he will see the laughing, jolly Gurkha over his "tot," exchanging ideas much as his brother Thomas Atkins does at the canteen, or he may notice the devout follower of Islam at his prayer. It puts a Christian to shame to see how the good soldiers of Islam never neglect to pray to God wherever they be. There is no *mauvaise honte* among them; no fear of barrack-room chaff. The biggest swashbuckler on the frontier, who will cut your throat with a prayer on his lips, will never neglect his daily devotions. With luck an Afridi or Pathan dance may be witnessed. It is a thing to remember.

The Coronation contingent is by far the most representative body of Indian soldiers that has ever visited Europe, not excluding the force which was sent to Malta. The contingent is commanded by Colonel H. L. Dawson, C.B., the staff being Captain A. W. Penrose, D.A.A.G., Captain C. C. Newnham, D.A.Q.M.G., Captain A. Mullaly, Supply and Transport Officer, and Jemadar Ajub Khan, who has the Order of Merit and is a "Bahadur." The large and important contingent of Imperial Service Troops, which will attract nearly as much attention as our own men, is commanded by Captain Watson, Inspecting Officer of the Punjab States Infantry.

A PROMINENT BENGALI.
Hon. Wasif Ali Marza of Murshidabad.

THE CHOICE OF THE CAPITAL.
Maharaj Kumar Prodyot Kumar Tagore.

We have not as yet received an exact list of the Imperial Service Troops who will be present at the Coronation. The three arms will be well represented, although the only Artillery of the Imperial Service will be those of His Highness of Kashmir. The very efficient and highly-trained Kashmir batteries were raised and "made" by Captain R. A. Kaye, R.A. It was well that this officer had such good material as Dogras to work with, for he was for some time commanding officer, adjutant, sergeant-major, quartermaster-sergeant, and drill-sergeant all in his own person, until he was able to teach the minor duties of their responsible posts to his officers and non-commissioned staff. Before he handed over his command he left behind him the stamp of his good work, as anyone can see who watches the Kashmir batteries of to-day.

Many of the units of the Imperial Service Troops volunteered and served during the Tirah Campaign. Affairs in China are almost too recent to need calling to memory the numbers who served there. The Kashmir Artillery served both at Gilgit and Tirah. In the latter campaign the Maler Kotla and Sirmur Sappers were conspicuous, as were the Third Infantry, who several times volunteered to hold dangerous positions. We mention elsewhere the Gwalior Transport. This excellent service was of the very greatest use, sending as it did strong, well-trained, well-fed, and well-cared-for ponies, with excellent harness, suitable for either draught or pack purposes, and driven by intelligent and well-clothed men, who had learnt their duties. Had the British transport been at all on a par with this, the difficulties of the campaign would have been much decreased.

Of our own troops, the Gurkhas are perhaps the most easily recognised. Their short stature and Mongolian features separate them from the rest of the Indians. We wonder whether the 2nd is sending the soldier who at the battle of Candahar gravely sat astride a gun which his regiment had just rushed and announced, "I capture this gun in the name of the 2nd Prince of Wales's Gurkhas." Perhaps he has, like many another good soldier, joined the majority.

The Sikhs attract attention by their lithe figures, their double turbans, and often by their singularly handsome features, as well as by their peculiarly folded beards. This soldier race is known wherever the British flag flies in the East.

The Dogras are fine men and much esteemed as soldiers. Those of our readers who have visited the Agricultural Hall will have seen two very good specimens of this fighting race—both of the 11th (Prince of Wales's Own) Bengal Lancers.

The Punjabi Mahomedan, the Deccani Mahomedan, and their Hindustani

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THE NIZAM'S REPRESENTATIVE.
Major Afsur Dowlah of Hyderabad.

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A SOLDIER OF THE NIZAM.
Officer, Hyderabad Infantry.

A HILL BALUCHI.
Sepoy, 29th Bombay Infantry.

TOP-KHANA.
Gunner, Punjab Artillery.

co-religionists are all fine specimens of the followers of Islam, as are the Moplah, the Pathan, and the Afridi. The Moplahs are a turbulent Southern tribe, who have shown their spirit much in the way of rioting, and who will, no doubt, show it in a more useful way whenever called upon.

Macaulay has made the name of the Mahratta familiar to Englishmen. It becomes yearly more difficult to enlist the true fighting Mahratta in the infantry. He prefers to follow the inclination of his race, and to be a horse soldier. The contingent includes many fine specimens of this bold race, both in the mounted and dismounted Service.

The Tamil has fought well for England in "the brave days of old," and no doubt he will do so again. The Hyderabadi learns soldiering as soon as he is born. Hence his essentially martial bearing as well as his bold spirit.

Truly India should be proud of her fighting men.

No less than fourteen separate corps of Indian Volunteers are sending representatives to His Majesty's Coronation.

Photos. Copyright.
THE QUEEN'S OWN.
Officer, Madras Sappers and Miners.

STOUT AND STEADY.
One of the 2nd Gurkha Rifles.

Johnson & Hoffmann.
A LUDHIANA SIKH.
Sepoy of the 15th Bengal Infantry.

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From the following list it will be seen that these corps represent nearly the whole of India. Although each corps sends only one or two representatives, they will be sufficient to draw attention to the very wide movement of Volunteering in India, and the important part which citizen soldiers play in that country. The corps sending representatives are the 1st and 2nd Battalions Bombay and Baroda Railway Volunteers, the Bombay Volunteer Rifles, the Bangalore Railway Volunteers, the Sind Volunteer Rifles, the Poona Volunteer Rifles, the Southern Mahratta Volunteers, the Nagpore Volunteer Rifles, the Malabar Volunteer Rifles, the Bombay Light Horse, the Beloochistan Volunteer Rifles, the Kurrachee Volunteer Artillery, and the Berar Volunteer Rifles. This mixed detachment will be under the command of Lieutenant-Colonel Hodding of the Behar Light Horse. It seems strange that the Commandant's own corps (one of the smartest in India) should not be represented.

Although the above list is tolerably comprehensive, it by no means includes all the important corps in India. Of the first importance are, perhaps, the Railway Corps, and next, the Port Defence Artillery. At a first glance it would seem as if the railway men would in war-time be fully occupied with their railway duties proper, during the extra strain thrown upon them. Although this is so, it is of the utmost importance that the men who work the railways should have a sound military training to enable them to undertake the defence of the stations (many of which are constructed for defence), the line, and, above all, of the bridges on their roads, when, through any untoward circumstance, the routine duties have been interfered with. The system of defending the railways has long since been elaborated. There is not a mile of line in India which has been left unconsidered. The scheme of defence has been regarded under the two heads of (1) foreign attack and (2) internal troubles. Happily the latter eventuality becomes daily less probable.

The Coast Defence Volunteers are trained to assist the Royal Artillery in defence of the ports. This branch of the Service contains in its ranks many men of thews and muscles whose daily work is connected with machinery. Hence they make highly intelligent gunners in handling the modern complicated guns and carriages. They take a deep and earnest interest in their work.

The Light Horse Corps consist mainly of sportsmen, who are proficient horsemen before they join, and who, in case of war, would be of inestimable use as scouts, and at any work where bold horsemanship, good shooting, and thorough knowledge of the country came in. These men are as handy with the spear and carbine as they are at home on horseback. Though they contain many good swordsmen, the use of the sword is not much practised.

The percentage of first-class shots among the Riflemen is very high. A large number are also good game shots, for in India everyone gets a chance of shooting game. Of course it does not follow that a game shot will be a good musketryman. Still, one class of shooting must help the other.

Altogether the Indian Volunteer Force is a credit to India and to the Empire, and its representatives are sure to be warmly received in London. Many Indian Volunteers have served in Africa and other wars, either as regular soldiers or as Volunteers. A handsome memorial in Calcutta Cathedral commemorates the achievements of one celebrated corps—that raised by Colonel Sir W. B. Hudson, K.C.I.E., V.D., of Barah, Champarun.

OTHER INDIAN NOTABILITIES.

MANY well-known nobles and public men of India are visiting this country besides those of the first rank already noticed. The first place is necessarily given to His Highness Sir Sultan Nuhammed Shah, Aga Khan, K.C.I.E. This high-born and popular Prince cannot be classed as a ruler. The title of Highness is conferred upon him as a special distinction. He is the Spiritual head of the Rhojas, a very important community, and a very wealthy one. The Aga is reverenced by his followers in a way that no European potentate is followed. He is to them the incarnation of all that is sublime on earth.

The notabilities who are looked after by Mr. John Pollen, LL.D., I.C.S., represent the various cities and provinces of India. It will strike most old Anglo-Indians that something is "adrift" when they read of the "United Provinces." To set doubts on this point at rest, we may state that that is a new name for what they have known hitherto as the North-West Provinces, so, probably, as to avoid confusion with the New Frontier Province.

The capital city of Calcutta is to be represented by Maharaj Kumar Prodyot Kumar Tagore. Sir Jamsetjee Jeejeebhoy, Bart., represents Bombay City. The Parsee residents in London intend to give the Baronet a special reception. No doubt it will be worthy of the wealthy mercantile race that they represent. Madras City sends Sir S. Ramaswami Mudalujar, while the Presidency of Madras has a worthy deputy in the Raja of Bobbili, whose arrival at Charing Cross attracted much attention. Bombay Presidency has chosen Meherban Ganpatrao Mohanrao Vinchurkar, while the Bengal Presidency sends the Hon. Wasif Ali Marza of Murshidabad. The Hon. Nawab Muhammed Faizaz Ali Khan of Bulandshahr looks after the interests of the United Provinces. The selected Punjab chieftain is Nawab Fateh Ali Khan Kazilbash. Mr. G. M. Chitnavis answers for the Central Provinces. This gentleman is President of the Nagpore Municipality. The choice of Assam rests upon Rao Jagarath Barua Bahadur; the Maung from Burma is Maung On Gaing, C.I.E. Raja Pertab Singh of Pertabgarh (not to be confounded with H.H. the Maharaja of Idar) represents Oudh. The Khyber soldier, Colonel Nawab Aslam Khan, C.I.E., of Peshawar has, very justly, been appointed by the Indian Government as the godfather of the New Frontier Province.

Photos. Copyright.
FROM FAR KASHMIR.
A Dogra Soldier.

A BORN SKIRMISHER.
Pathan Sepoy, 20th Punjab Infantry.

Johnson & Hoffmann
A TAMIL.
Madras Infantry.

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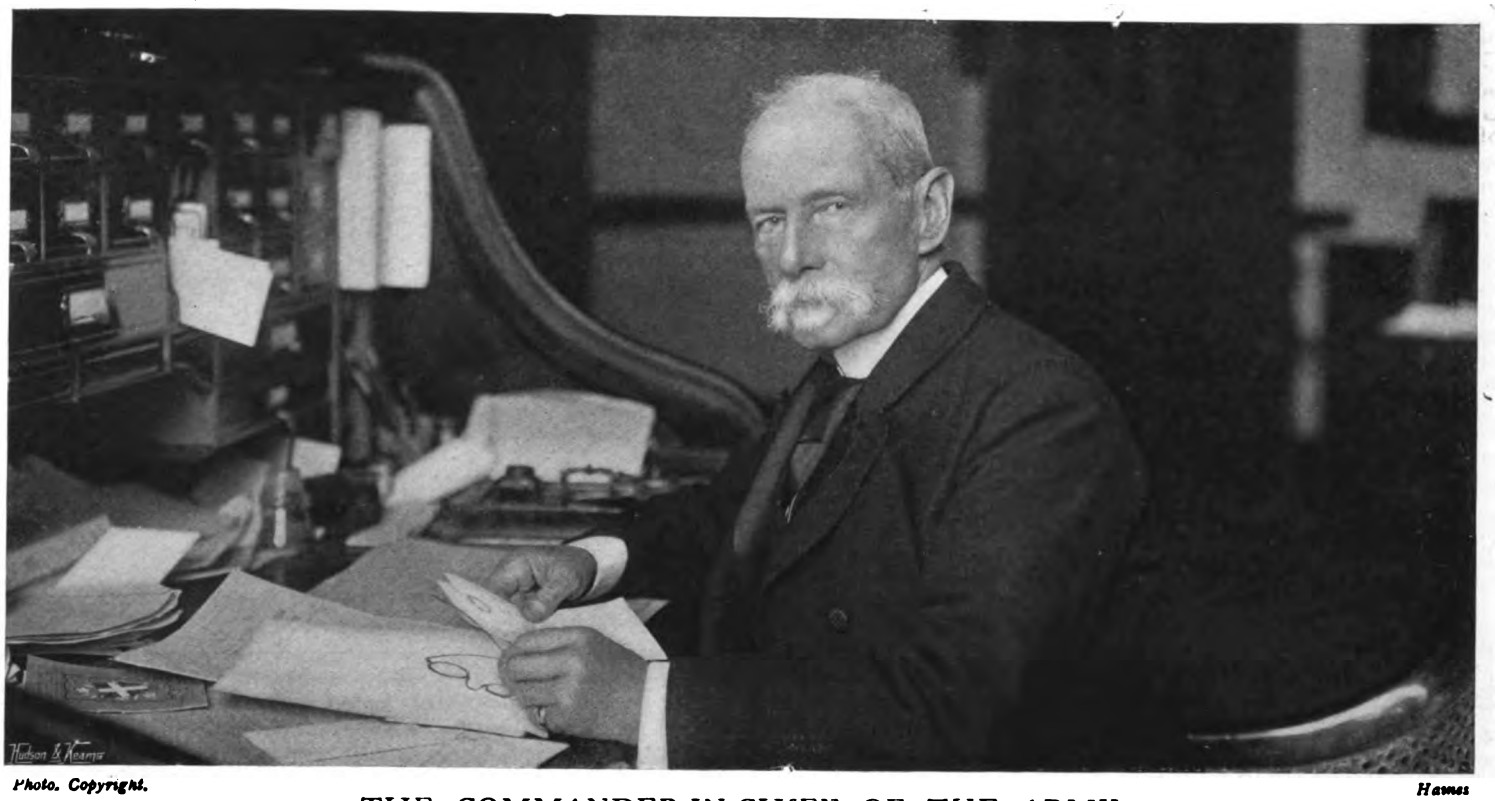

Photo. Copyright. *Hawes*

THE COMMANDER-IN-CHIEF OF THE ARMY.

Field-Marshal the Right Hon. Earl Roberts, V.C., K.G., K.P., G.C.B., G.C.S.I., G.C.I.E.

THE ARMY AT THE CORONATION.

REGULARS AND MILITIA.

AS, practically speaking, every branch, and even the great majority of the individual corps, of the British Army will be represented at the Coronation, either in the Procession or in the various Guards of Honour, it is clearly impossible for the writer to deal with the subject allotted to him in detail. Indeed, there is serious difficulty in compressing within limits so restricted any observations on such an inspiring and comprehensive theme which are not manifestly trivial and perfunctory. A representation which includes not only Household Troops and picked regiments of Cavalry and Line Infantry, but also the Scientific Corps, and the Departments, and further illustrates both the recent state of war, and our Reserve and Militia systems, is representative indeed, and any attempt to describe it in a very brief space must necessarily be either sketchy in the extreme or a mere catalogue of names, such as only a great artist in such matters—a Homer, an Æschylus, or a Macaulay—could render really vivid and interesting.

What further complicates the problem is the variety of sub-divisions into which the Regular Troops and Militia attending the Coronation may be grouped with special reference to their nationality, their peculiar functions as fighting men, and their respective traditions. To take the detail of Guards of Honour alone, here we see all the countries of the Union duly represented by the 2nd Battalion of the King's (Liverpool Regiment), by the 2nd Highland Light Infantry, the 3rd Royal Dublin Fusiliers, and details of the Royal Welsh Fusiliers. Guards, Rifles, Light Infantry, Fusiliers, will all be separately in evidence, and in Parliament Square the Royal Engineers will themselves provide a Guard of Honour which, from many standpoints, must be of singular interest, even to the "man in the street," who knows that, in addition to the yeoman service they have performed in South Africa, the Royal Engineers have laid the nation under another recent and incalculable debt of gratitude in producing the "grand and patient general" who closed the war.

And so one might go on through numerous ramifications, until all but the expert in Army nomenclature and organisation would probably become bewildered and even weary. In the hope of averting such a misfortune, let us hastily run through the principal arms and branches of the Service which will be represented, and touch lightly on a few salient points, leaving many interesting and instructive details to be filled up by a study of larger guides and works of reference, and trusting to general gratification in a great and goodly spectacle to render unnecessary the *minutiæ* of precise description.

In any such category the Household Troops must take first rank. The writer was present at the affecting scene at Windsor when the late Queen Victoria bade farewell to the Household Cavalry Contingent which was about to depart for South Africa, and he will never forget the touching little speech which the aged Sovereign made to the officers and men, commencing with the words, "You, who have always served near me"—a classification of which the Household Troops, Cavalry and Infantry alike, have indeed reason to be proud. Since 1899 the Brigade of Foot Guards has been supplemented by a battalion of Irish Guards, which raises the establishment of the Household Troops to three regiments

Photo. *Elliott & Fry.*

LIEUT.-GEN. KELLY-KENNY, C.B.

Adjutant-General.

Photo. *Thomson.*

GEN. SIR H. BRACKENBURY, G.C.B.

Director-General of Ordnance.

Photo. *Elliott & Fry.*

GEN. SIR R. HARRISON, K.C.B.

Inspector-General of Fortifications.

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of Cavalry—1st and 2nd Life Guards and the Royal Horse Guards or "Blues"—and ten battalions of Infantry—three each of Grenadiers, Coldstreamers, and Scots, and one of Irish Guards. The Coldstream Guards are really the senior in point of age, being in fact Monk's Coldstream Regiment of Foot, which was "converted" to a Guards' battalion at the birth of our modern Army in 1660. The Grenadiers were formed later from troops brought over from Dunkirk, and were subsequently given priority by Royal mandate. The Guards, horse and foot, have distinguished themselves in South Africa, as a matter of course, just as they have always done whenever allowed to serve abroad, and at the Coronation the number of Guardsmen wearing medals for both South Africa and the Khartoum Expedition will be a matter of very general remark.

Our glorious Cavalry of the Line, consisting of thirty-one regiments—seven Dragoon Guards, three Dragoon, six Lancer, and twelve Hussar—will be less fully represented at the Coronation than any other branch, because not only is the greater portion of it still in South Africa, but because small detachments can never give an accurate idea of a force which depends so much on combined action and the result of uniform training spread over a very large surface. A single

Photo. Copyright. *Knight*

THE QUEEN'S BAYS.

A typical regiment of Dragoon Guards.

Lancer or Hussar may be an imposing sight, but he does not carry a hundredth part of the conviction that is attached to the spectacle of a hundred Lancers or Hussars, all not only as smart as fine gear and good horses can make them, but all in the pink of fighting condition and all-round efficiency. Our cavalry has always been admired by all Europe for its splendid equitation and other fine qualities, and after the trying and miscellaneous work it has done during the late war it probably has claims to consideration of which even the strictest European critics are imperfectly aware.

Not less inspiring than the sight of the cavalry at the Coronation will be that of the Artillery, that magnificent arm which is always in the forefront as regards smartness—it is not too much to say that the Royal Horse Artillery is the smartest corps in the world—and which is still a scientific corps, and one which has given us some of the finest officers and men of which our Army can boast. If Kitchener is a Sapper, "Bobs" is a Gunner, and in recalling the latter fact we are not likely to forget the sad incident which links the Commander-in-Chief still more closely to the Royal Regiment, the death, namely, of his only son, an officer of the 60th Rifles, who was killed in trying

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HOUSEHOLD CAVALRY.

The Royal Horse Guards Blue.

Photo. Copyright. *Gregory*

THE SCARLET LANCERS.

The 16th fought in the Peninsula and at Waterloo.

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THE ARMY AT CORONATION-TIME.

Photo. Walery.

GEN. SIR EVELYN WOOD.
Commanding 2nd Army Corps.

Photo. "Navy & Army."

RIGHT HON. ST. JOHN BRODRICK, M.P.
Secretary of State for War.

Photo. Lafayette.

FIELD-MARSHAL LORD WOLSELEY.
Governor, Royal Hospital, Chelsea.

Photo. Elliott & Fry.

LIEUT.-GEN. SIR W. F. BUTLER.
Commanding Western District.

Photo. "Navy & Army."

MAJOR-GEN. SIR J. F. MAURICE.
Commanding Woolwich District.

Photo. Russell.

MAJOR-GEN. SIR H. TROTTER.
Commanding Home District.

Photo Elliott & Fry.

MAJOR-GEN. W. H. MACKINNON.
Assistant Staff Officer for Coronation Troops.

Photo. Knight.

LIEUT.-GEN. SIR H. J. T. HILDYARD
Temporarily Commanding 1st Army Corps.

Photo. Maull & Fox.

COL. SIR EDWARD WARD.
Under-Secretary of State for War.

Photo. Bassano.

LIEUT.-GEN. SIR ARCHIBALD HUNTER.
Commanding Scottish District.

LEADING MILITARY CHIEFS OF THE DAY.

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to save the guns at Colenso. The latter action will always be a gloomy memory for the Royal Artillery, but it is happily relieved by a score of other and brighter episodes of the war, in which the guns "spoke" to some purpose, and the officers and men behind proved themselves the worthy successors of the heroes of Waterloo, the Russian War, the Mutiny—the thought of "Hell-fire Jack," fieriest and most gallant of gunners, will come back to many who see the Artillery at the Coronation—and many another strenuous and stirring campaign. To the Engineers we have already devoted a passing glance, but added mention must be made here of the splendid work they did in South Africa in the matter of repairing the railways and other communications, if only because in gazing at a great spectacle one is apt to forget comparatively humdrum but none the less serious details of that sort.

And what of the Infantry of the Line and the Rifle Brigade? How shall one venture to do more than hint at the phantasmagoria of bright deeds which go to make up the records of this, the backbone of our Army. Such things can only be dimly guessed at even from the spectacle of such a fine assortment of fine fellows as the Coronation will produce in all the bravery of scarlet and rifle green, with, perhaps, in the case of those fresh from the war, a reminiscent admixture of khaki in various shades. Concerning the Infantry of the Line at the Coronation, perhaps the most useful reflection is that, outside the wonderful ceremony itself, and all that it symbolises to us English people, the British Infantry soldier, with the special, and, indeed, very necessary inclusion of the Militia, will be one of the oldest and, in some ways, most stable of all the institutions connected with the event. For you must go very far back indeed to get at the origin of the territorial infantryman in the countryman liable to service in the "Fyrd," and through the long succession of centuries it is wonderful how the English foot soldier has preserved the sterling qualities which were evinced on a hundred great battlefields and in a thousand skirmishes long before South Africa was ever discovered, and made to produce still further evidence of British pluck and endurance.

The Coronation will serve as a further reminder that during the past three years the British Infantry has blossomed forth much more freely than ever it did before in the matter, more especially, of Mounted Infantry, that significant development the most pregnant lessons of which were taught us by our former brave and skilful enemy. At one time there were some 70,000 British Mounted Infantry in the field in South Africa—a startling fact, indeed, when we remember that these were largely drawn from Line Infantry battalions, many of which had been subjected to terrible "war wastage."

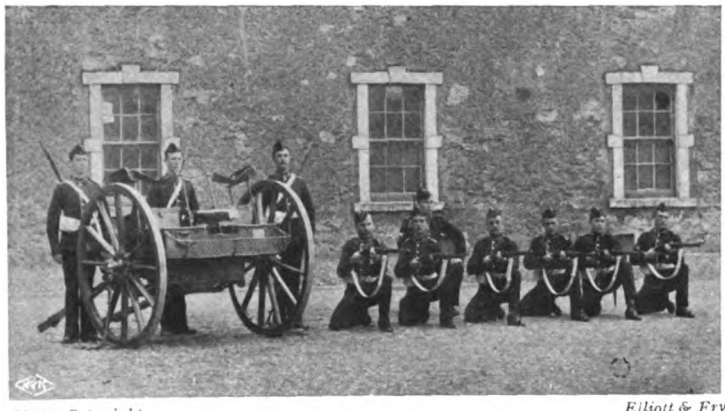

Photo. Copyright. *Elliott & Fry.*

IRISH REPRESENTATIVES.

A group of Royal Munster Fusiliers.

Photo. Copyright. *Crockett*

SOME OF SCOTLAND'S BEST.

Types of the Highland Light Infantry.

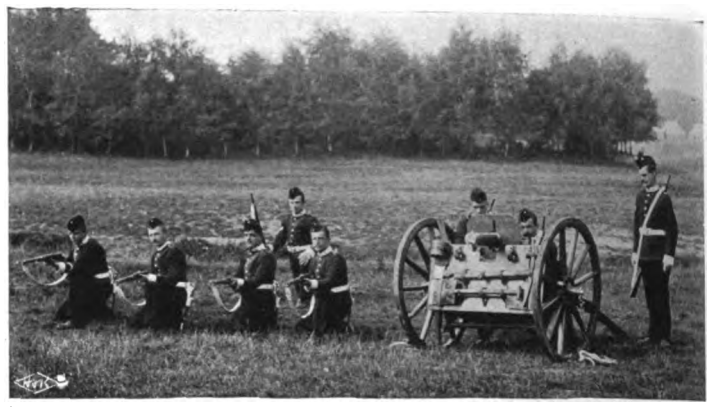

photo. Copyright. *Wyrall.*

FROM OUR OWN WEST COUNTRY.

Gallant specimens of the Devonshire Regiment.

Photo. Copyright. *Gregory.*

SOUTH WALES BORDERERS.

The 2nd Battalion of which did yeoman service in South Africa.

The presence of representative battalions of the Militia at the Coronation is a matter of very real significance, not only as indicating a clear acceptance of the historic claims of the Old Constitutional Force to be included in the military accompaniments of the occasion, but as indicating the high level of efficiency and readiness to which the Militia has shown itself to have risen, and from which there is little likelihood of its future descent. It has been borne in very forcibly indeed upon military critics of late that in the Militia we have something more than a "feeder" for the Line, and there are many hopeful signs that before long the Force will enter upon an altogether new phase of its history.

The Militia is, as already noted, lineally descended from the old English "Fyrd" or Militia of the Shires, and if at some epochs in our history it has been somewhat dormant as an institution, it has risen nobly to other occasions, and more than once may be said, if not to have "saved the situation," at least to have improved it. They were mostly recruits from the Militia who fought at Waterloo, and during the war with Russia Militia battalions did excellent service as Mediterranean garrisons, just as they did afterwards during the campaign in South Africa. In the latter they also went to the front at their own urgent instance, and did well there whenever given half a chance, which, to tell the truth, seems to have been, as a rule, denied them.

The corps now serving in South Africa are, according to the arrangements in force at the time of writing, to be represented by small detachments, mainly of Reservists, who, after the Coronation, will presumably be allowed to revert to civil life. The Reservist of himself typifies a singularly important and comparatively new feature of British Army life. When the war with Russia in 1854-55 had shown how easy it was to exhaust a small standing Army, and the Continental wars of 1866 and 1870-71 had shown how necessary some system of Reserves was to the prosecution of a great campaign, Great Britain, guided by Cardwell, took gradual heed of its requirements, and eventually produced a system which, if somewhat overstrained by the late war, has at least produced some remarkable results, and given the country nearly a hundred thousand more trained soldiers than she could have otherwise raised at such an emergency. Of the British soldiers at the Coronation the Reservist will not be the least interesting, and it is pleasant to think that if on the morrow he is to doff his scarlet tunic or khaki jacket, and be merged into the civilian community, a stroke of the Royal pen will be sufficient to bring him again into active military being, a trained, experienced, capable, and always fervently loyal and true-hearted "Soldier of the King."

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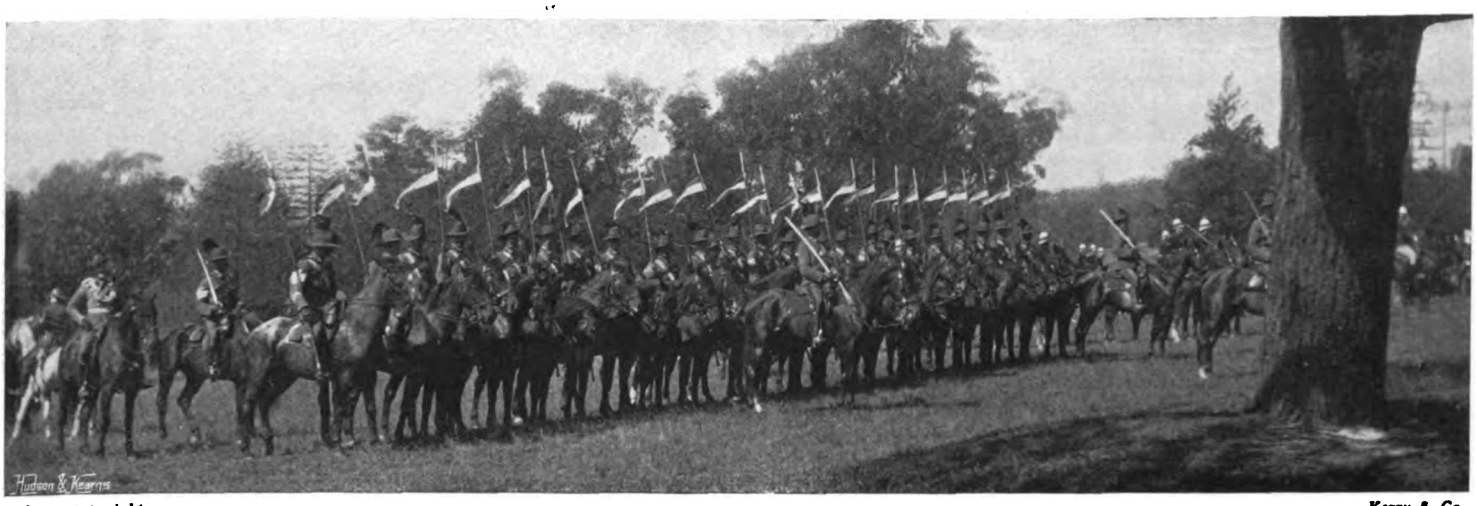

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A SQUADRON OF SYDNEY LANCERS.

Some of the men who stood by the mother country.

THE CORONATION AND THE COLONIES.

By IMPERIALIST.

THE mere territorial significance of the Coronation ceremony is a feature which cannot but impress itself strongly even on the most casual and ignorant observer, if only for the reason that every possible opportunity has been taken by all connected with it to emphasise that point. How could one fail to comprehend the Imperial nature of the celebration when at every turn the preparations now approaching completion remind him that King Edward is to be crowned next week, not only King of Great Britain and Ireland and Emperor of India, but ruler of dominions beyond the seas which, in mere area alone, and excluding India, cover over ten millions of square miles? For weeks past, again, there have streamed into London representatives of so many lands all grouped under the British Flag, who are constantly in picturesque evidence throughout our London streets and parks and places of amusement, that, on the eve of the Coronation, no wearisome iteration of facts and figures is needed to accentuate the vastness of the territorial extent of the British Empire.

But, while the territorial aspect of the ceremony may be generally recognised, it is quite possible that some will forget to give the Naval aspect its due importance. There is something a little more than the "Command of the Sea" involved in the fact that, scattered all over the face of the waters, are ships of the British Royal Navy, added to a mercantile marine which, in spite of foreign competition, still compels the world's admiration, and handles the greater portion of the world's trade. A true link of Empire is the British ship, whether of war or of commerce, in that it represents a communication not only of ideas but of actual characteristics. Britons are not particularly clannish, but there is no question that constant passage to and fro of British vessels has a very large significance to all parts of the Empire, and that their presence in port at scores of different points throughout the world on Coronation Day will add something more than festivity to the celebration.

In a few days the event which inspires these and similar broad reflections will be an accomplished fact, and we in London shall be giving a loose rein to feelings of rejoicing, happily no longer tempered by the coincidence of a great, and costly, and sadly protracted war. Yet it goes without saying that the antecedents of that war will render the Coronation ceremony distinctly more impressive even than the Diamond Jubilee itself. The participation of the Colonies in the struggle in South Africa will be marked by the presence of contingents representative not only of the Colonies themselves, but of the sentiment which has been intensified by the wearisome conflict of the past three years.

Photo. Copyright. *"Navy & Army."*

CANADIAN OFFICERS AT TORONTO.

Studying, or attached to the Permanent Staff.

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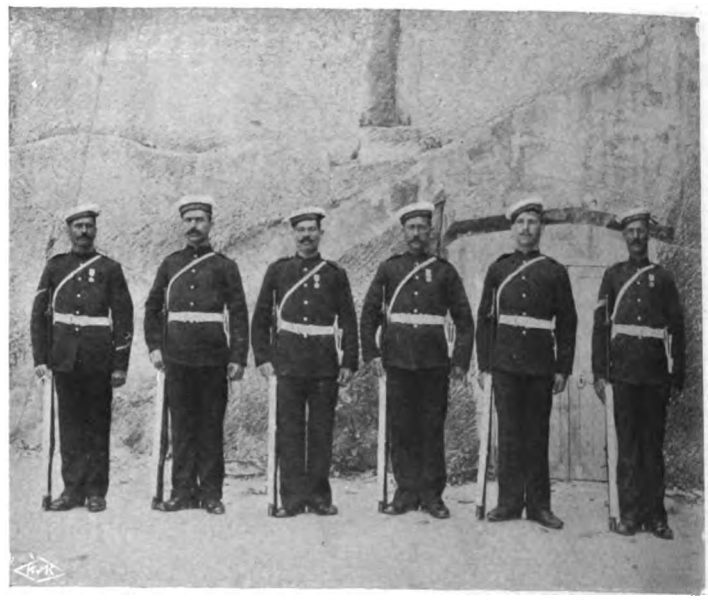
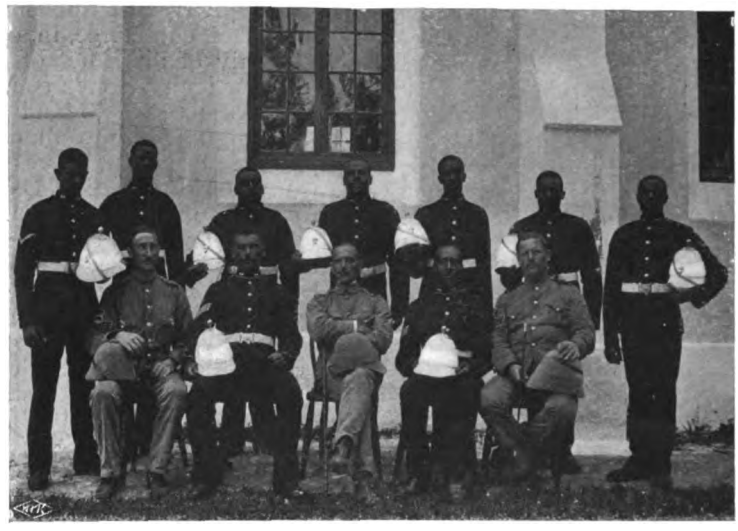
In this journal, no opportunity has been lost of pointing the moral involved in the assistance which the Colonies have rendered at this trying juncture of our history. Had the war not been so happily concluded as it has been, the presence of Colonial contingents in the Coronation procession would still have illustrated a serious and far-reaching fact. As it is, those contingents will serve to heighten the heartfelt satisfaction with which the news has been received not only in the Motherland, but in every quarter and corner of the King's dominions. To the Colonies in general the war has brought a feeling of closer approximation to the old country, a feeling which is certain to obtain still more forcible expression by reason of the Coronation, while to one colony in particular the latter may be a starting-point indeed of a totally new existence on altogether happier lines. It goes without saying that we allude to the Transvaal, with which in this connection must be coupled the Orange River Colony, both now peopled only with those who render allegiance to King Edward VII.

Beyond the troops present at the Coronation as representing the Colonies, the latter have sent to us not only thousands of interested visitors, anxious from private motives to be present in London on this significant occasion, but also scores of prominent and able politicians and other officials, who are in attendance on the direct invitation of the King. When the Coronation is over, these will take part in a function which will be a worthy sequel to the great ceremony itself. The Inter-Colonial Conference will decide much that may affect the future solidarity of the Empire, and it is a refreshing thought that those who take part in it will not only be absolutely the most capable, and in many cases the most brilliant, representatives of Colonial political life, but that they will approach their massive task on the morrow of an event that cannot but have impressed them most profoundly with ideas which the exigencies of Colonial life are apt to obscure. Such ceremonies as that of next week should show the Mother Country in a most favourable light, if only by reason of historical associations, to the like of which no existing colony can aspire. It is well for the offshoots of the British Empire, even vicariously, to realise that, although the conditions of home political and social life may be more restricted than they are in the freer air of Canada and of Australia, they have at least the advantage not only of being "near the Throne," but of being in close contact with that glorious Constitution of which the coronation of an English King, rightly considered, is a very noble and expressive illustration.



MALTESE ROYAL ENGINEERS.

Gallant men and true.



BERMUDA MILITIA ARTILLERY.

Reading from left to right the names are—Top row: Bombardier Corbin, Gunner G Smith, Gunner Zuill, Gunner Packwood, Gunner C. Smith, Gunner Jackling, and Gunner Lightbordan. Bottom row: C.-S.-Major Williams, Ps., Sergeant Lamb, Captain Nicholson, Sergeant Thompson, and C.-S.-Major Weston.

Turning to the Colonies themselves, the Coronation will awake an echo of response which is certain to be almost tumultuous in its festive thoroughness. In all the populous and stately cities which British Colonial enterprise has reared, celebrations will take place, of a character and on a scale which may dwarf the generality of home efforts, if only for the practical reason that in the Colonies the average standard of prosperity, at any rate as regards the lower and middle classes, is higher. Wherever there are British seamen and soldiers these will impart to the festivities an added Imperial note, of which the significance is nowhere likely to be lost. But in a sense even more impressive will be the private festivities in honour of the event, the unofficial dinners, and other gatherings in lonely up-country stations, the health of "The King, God bless Him!" drunk at the mining camp, or in the explorer's tent, to the hearty accompaniment of the National Anthem, and even the quiet prayer offered up by the missionary remote from civilisation, and perhaps holding his life in his hand in the midst of savages easily stirred to sudden gusts of unreasoning and murderous passion.

Who shall say that such celebrations, linking as they will nearly four hundred millions of hearts in one strong bond of loyalty, both to the Sovereign in person and to the sentiment of Imperial Unity, will not be of massive, and even well-nigh universal, benefit? The world is still full of possible excursions and alarums, of intrigue and bad feeling, of lust of territory, of bitter envy, hatred, and malice on the part of great and powerful peoples. But the spectacle, the mere presence, of an enormous and united conservative force, such as the British Empire has grown, through tribulation and loss, as well as by victory and enterprise, to be, should make, if not for universal peace, at least for an improved and more general conception of the blessings of peace. One might go further, and suggest that they point a moral in a more warlike direction, since the Coronation ceremony is the finest conceivable object-lesson not only of the prosperity of a peaceful British Empire, but of the resources of a British Empire forced unwillingly to war. We may be sure that the Powers of the Continent will not be slow to realise the impressiveness of the Coronation spectacle in this connection. They have seen the Imperial Idea put to a sharp and bitter test, and they have seen the Empire come triumphant out of an ordeal which might well have shattered or at least damaged a less healthy growth. The risk of stirring up such angry possibilities as must now be apparent to anyone contemplating the bare chance of hostilities with this country, may well deter even the most frank and bitter among our Continental opponents. But it is not well to travel too far and too fast on the line of such speculations at a moment like this. These are no fitting thoughts for next week's glad event. Let us relegate them to the background, and let the windows of our minds look out to-day on brighter hopes and possibilities.

"Navy & Army."

CYPRUS MILITARY ZAPTIEHS.

From far-away Levant.

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THE COLONIAL CONTINGENTS.

SOUTH AUSTRALIAN CAVALRY.

IT has been said that a Birthday Ball or Levée held at Vice-Regal Lodge in Simla is the most brilliant of all spectacles within the British Empire--that collected in the spacious reception rooms of the Himalayan Residence are to be seen a greater variety of magnificent and beautiful uniforms than even in the Palace at St. James's. In a way this is true. The Indian Staff Corps, with its many regiments of Irregular Horse, furnishes a variety in colour and the dressing of brilliant lace that it would take the Court of Vienna an effort to excel. But in our Coronation we are to have all that, and more. Not only will we draw upon India with its many-coloured popinjays, but the whole expanse of a world-wide Empire. From East and West will they come—giant Celts from the North, yeomen from the South, the Cockney from the metropolis, the little Gurkha in green, the lordly Sikh in scarlet and blue, the untamed Pathan, placid Brahmin and docile Madrassi, manly Rajput and Jat, mincing Cingalese and Bengali, relentless negro from the upper reaches of the Nile, sullen Kopt from the Egyptian Delta, sinewy Houssa from the West Coast and Central Africa, dusky Maltee, incongruous Chinaman from Wei-hai-Wei, each with his distinctive dress, to add one patch to the brilliant medley of colour. Each will bring his own distinguishing mark, each his peculiar idiosyncrasy, be it fez or turban, skull-cap or wicker headgear, skirt or flowing pantaloon. But the whole interest in this world-wide pageant will not centre in our native mercenaries alone. They may represent two-thirds of the populace of the vast Empire, but they are only the subordinate two-thirds. Before them come the patricians of the Empire, the sons of the men who built that Empire. Clean-limbed men from the Antipodes; broad-shouldered sons of the North from Canada and Newfoundland; slim aristocrats whose pedigree can boast three generations of Indian residence; yellow-haired Africanders, whose strain of Dutch is no handicap to their manliness—more sombre in dress, perhaps, than their Eastern co-patriots, but nevertheless striking in their appearance, all sons of the great free Empire, with their head erect, all bent upon a common mission—unity of the Empire and homage to the Empire's Crown. Let us examine the list. Irrespective of the many who have come at their own expense, the following contingents have been authorised to take part in the Coronation celebrations: 390 Australians, 25 Bermuda Gunners, 25 Borneo Police, 25 troopers of the British South African Police from Rhodesia, 600 Canadian Militiamen, 150 Africander stalwarts from the Cape, 100 Volunteers from Ceylon, 14 from Cyprus, 21 Fiji Islanders, 26 from the reaches of Gambia and Sierra Leone, 32 from the tropical Gold Coast, 44 Sikhs from the Hong Kong Regiment, 40 Jamaica West Indian negroes, 31 of the King's African Rifles from Uganda, 26 from Lagos, 100 peerless Natalians, 100 invincibles from New Zealand, 44 Houssas from Northern Nigeria, 50 from Southern Nigeria, 100 from the Straits Settlements, 50 West Indians from Trinidad. Added to these must be the local Imperial Forces from British Dependencies — local gunners from Barbadoes, Bermuda, Ceylon, Malta, Hong Kong, Jamaica, Mauritius, Sierra Leone, and Singapore, and the latest recruited Orientals —the 16 rank and file from the Chinese Regiment from Wei-hai-Wei. All these irrespective of the 100 Indian Volunteers, under the command of Colonel Hodding, of the Behar Light Horse.

QUEENSLAND MOUNTED INFANTRY.

The main interest of the military pageant connected with the Coronation will doubtless centre round the war; consequently it will be more appropriate here to deal with such units of the Colonial Contingents as have taken a prominent part in the struggle. Canada heads the list with 600 men, which is divided into two equal units of mounted and dismounted men, the whole being under the command of Lieutenant-Colonel Pellat, Q.O.R. The mounted troops are formed into two squadrons and a battery of field artillery. The men selected have been on the active service list of the Militia and completed their annual training for the last three years, with the exception of such men as have seen service in South Africa. As many as possible of the men selected for this Contingent have seen service, either in South Africa or the North-West Rebellion, consequently there is almost a continuous line of medalled breasts in the ranks. Nor is there a man less than 5-ft. 7-in. in height in the ranks. The men have been selected from the 1st Regiment of Artillery, Lord Strathcona's Horse, North-West Police, Royal Canadian Dragoons, Canadian Mounted Rifles, Governor-General's Bodyguard, 1st Hussars, 2nd Dragoons, 3rd Dragoons, 4th, 6th, and 8th Hussars, 1st Halifax (Garrison) Artillery, 5th British Columbia Artillery, Engineers, and even Army Service Corps, or, rather, the Canadian equivalent. One would have almost preferred that we should have had the Canadians in our midst as we had seen them in South Africa—that the yellow and scarlet and blue of the hussar and dragoon might have been doffed for the well-worn khaki. Strathcona's Horse, with their flat-brimmed cowboy hat with the drain and front peak, which Baden-Powell has usurped for the use of the South African Constabulary. The only distinguishing mark that remains is the maple leaf, and it matters little whether its setting is the crimson colour of a tunic or battered sides of a khaki helmet, the emblem is the same. It will be emblematic that the wearer belongs to the "broad-chested" family from the North who gave its sons to fight at Paardeberg, Waterval, Dornkop, Diamond Hill, and a dozen other fights.

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THE 10TH NEW ZEALAND CONTINGENT.

In camp at Trentham, N.Z.

The next on the list in the point of strength in numbers are the Australians. Gumsuckers, Cornstalks, Corneaters, and Bananalanders number about 400, but these numbers will fall far short of the representatives who will be here by private enterprise, or direct from the seat of war. At the time of going to press some secrecy obtains with regard to the dress which is to be worn by the Australian Contingent. We shall miss the well-known claret and brown and waving cock feathers so long associated with the Queensland Mounted

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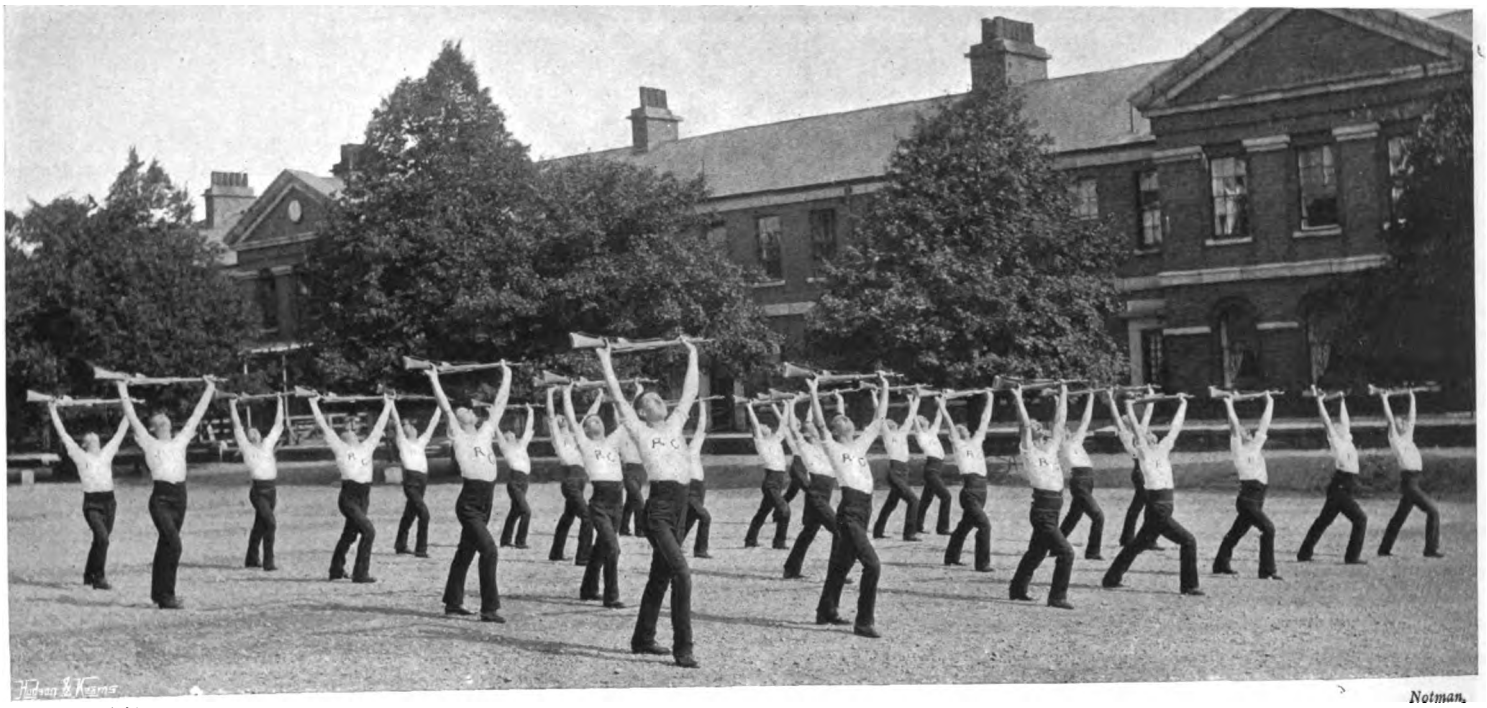
Infantry and the New South Wales Lancers. General Sir C. Hutton would appear to have some similar notions with regard to military dress as General Baden-Powell, and he has ordained that the whole of the Contingent shall be dressed in this "Federal" uniform, which has been rapidly made for the men here in London. We do not know that we or Australians in general endorse the action of the officer in command of the Australian Forces in this action. It is a big thing to destroy in one fell swoop the individuality of a dozen units, to wrest from them their distinctive dress, and clothe them in a common uniform. For our part, we must say, as we have said with regard to the Canadians, we would have preferred to have seen them in the simple, travel-stained khaki, which had such a meaning for us in South Africa. A common kit it is true, but it had its distinctions, and the sightseers in London's crowd will turn with more interest to the men in slouch hats and plain russet than to the newly-folded "Hutton kit." It will give the "man in the street" great pleasure to spell out the various symbols on the shoulder-straps which have become familiar on the Veldt. Q.M.I. (Queensland Mounted Infantry), I.B.C. (Imperial Bushman Corps), N.S.W.L. (New South Wales Lancers), W.A. (Western Australians), V.R. (Victorian Rifles), and the very general hat badge in brass "Australia." Nor, when writing of the Antipodes, must we forget the N.Z.M.I. (the New Zealand Mounted Infantry). Their military history has been a brief one, two short years in South Africa, but in that two years they have built up a tradition which will live for ever. Well may Mr. Seddon be proud of his New Zealanders, well may New Zealand be proud of Mr. Seddon and his sons, for of all the Colonials, over-sea or local born, that have carried arms in South Africa, there are none who have occasion to hold their heads so high as the men of New Zealand. Let us examine what they have done. Space will not allow us to compile a record of service for all, but to New Zealand the compliment is deserved. Altogether New Zealand despatched eight Contingents to the war, and we can only express the wish that His Majesty would present them with a colour, in order that they might perpetuate the memory of such names as New Zealand Hill (Cape Colony), Driefontein, Sanna's Post, Wepener, Petruberg, Reitfontein, Rhenoster Kop, and the Bothasberg. As it is the names of Colonels Robin, Porter, Banks, Davies, and Captains Crawshaw and Choytar will live for ever in the history of the Empire.

Close upon the heels of the New Zealanders in the point of numbers come the home-grown Colonials of Cape Colony. They have no fantastic uniform, with the exception of the Cape Town Highlanders, and are to appear dressed in the uniform we have learned to honour. But these yellow-bearded sons of the veldt will be hard to distinguish since there are many corps. But each corps has some distinguishing badge. As you know, a little piece of catskin bound jauntily upon the hat denotes a "Rimington Tiger," ideal swashbuckler of the veldt. The majority of corps have either a "meerkat's" tail or an ostrich feather in the cap. So it is to the shoulder-straps that we must turn. There will be found the following: B.H. (Brabant's Horse), E.P.H. (Eastern Province Horse), U.T.G. (Uitenhage Town Guard), R.H. (Roberts's Horse). K.H. (Kitchener's Horse), K.F.S. (Kitchener's Fighting Scouts), B.G. (Commander-in-Chief's Body Guard), D.S. (Driscoll's Scouts), F.S. (French's Scouts), M.M R. (Midland Mounted Rifles), S.H. (Steinkaer's Horse), C.P. (Cape Police), C.M.R. (Cape Mounted Rifles), P.A.G. (Prince Alfred's Guards) from Port Elizabeth, C.G.A. (Cape Garrison Artillery), P.W.L.H. (Prince of Wales's Light Horse), Sch.H. (Scottish Horse), K.L.H. (Kimberley Light Horse), B.H. (Border Horse), M.S. with a skull and cross-bones (Montmorency's Scouts), K.R. (Kaffrarian Rifles), R.P.R. (Railway Pioneer Regiment), J.M.R. (Johannesberg Mounted Rifles), O.H. (Orpen's Horse), I.L.H. (Imperial Light Horse). And then, turning to Natal, we find represented from the Permanent Volunteer Force. The Natal Carabineers, of Ladysmith fame, with their blue uniform; the Border Mounted Rifles and the Natal Mounted Rifles with the green and claret shoulder straps; then half-a-dozen corps represented by the following lettering: B.M.I. (Bethune's Mounted Infantry), T.M.I. (Thorneycroft's Mounted Infantry), the men who suffered Spion Kop, D.L.I. (Durban Light Infantry), N.P. (Natal Police), N.F.A. (Natal Field Artillery)—in fact, once we have tapped South Africa, the name is legion.

Then India has sent its hundred Volunteers. Unfortunately, Lumsden's Horse has been disbanded, so the quaint pleated headgear of this force will be missed, but though the majority of Indian Volunteer corps now wear khaki as their official dress, yet there are exceptions. The Railway Volunteers, as a rule, have a distinctive uniform—some scarlet, others drab, and the blue-grey of the Queen's Westminsters. Many of the Indian Cavalry Volunteers also continue to wear blue and white. In fact, the Punjab Light Horse and Surma Valley Light Horse might easily be mistaken for "The Carbiniers." The officers of this Contingent are Lieutenant-Colonel Hodding, Behar Light Horse, commanding; Major McDermott, 2nd Simla Punjab Volunteer Rifles (Adjutant); Lieutenant-Colonel Russell, Bombay Artillery; Captain M. Gordon, Northern Bengal Mounted Rifles; Major A. H. Deane, Madras Guards; Captain Ivens, Oudh Rifles; Major A. E. Dyer, Upper Burma Volunteer Rifles.

The West Indian Contingent will be easily recognised from their Zouave kit. They are mostly Houssas, men of considerable physique and endurance, and will compare favourably with their sister corps from the Equatoria and Uganda. The latter, represented by the King's African Rifles, for the most part recruited in India, from Sikhs and Mahamedans—fine upstanding men, but hardly rivalling the Equatoria, Mahamedan in physique; in fact, the West African Houssas, in their attractive kit, make as good a military picture. Certain interest, too, will centre in the representatives of the China Battalion from Wei-hai-Wei. The men are Chinese, and have been made into wonderfully good soldiers in an incredibly short space of time. The Hong Kong Regiment, with its scarlet coat and yellow facings, is composed of men of another type. Like so many of our Imperial Regiments, it is recruited from the soundest recruiting ground which we possess—the Punjab Province of the Indian Peninsula. But it will be a great spectacle, and, as everyone entitled to wear the King's uniform attending the Coronation will be expected to wear it, we may anticipate in London a scene of military magnificence, unprecedented in the history of the Empire.



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ROYAL CANADIANS AT PHYSICAL EXERCISE.

Making men of them.

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MANCHESTER VOLUNTEERS.

THE VOLUNTEERS AND YEOMANRY.

SUCH good service was done in South Africa during the late war by the Active Service Companies of Volunteer regiments that it is manifestly just that the force should be largely represented in the Coronation festivities. On June 27 four guards of honour will be furnished by Volunteer regiments. Of these the historic Honourable Artillery Company, a direct descendant of such a train-band as that in which John Gilpin was "eke a Captain," will furnish one at the Mansion House. It would require a very close observer indeed to distinguish their uniform from that of the Foot Guards, so familiar, at any rate, to the average London resident. The 1st Middlesex (Victoria and St. George's) Volunteer Rifle Corps will supply the second guard of honour, which will be mounted in the Strand. This corps is the senior Volunteer corps in the Metropolis, and with the 1st Volunteer Battalion of the Devonshire Regiment contests the claim to be the oldest Volunteer corps in the kingdom. The uniform is dark rifle green, the head-dress being a species of slouch hat, with green cock-tail plume at the side. It may be mentioned that the Victoria and St. George's possess an exceptionally efficient mounted infantry company. Another guard of honour will be mounted on Westminster Bridge from the 13th Middlesex, the renowned Queen's Westminster, a corps which looks eminently serviceable in a neat grey uniform, with the slouch hat so frequently adopted after the outbreak of hostilities with the Boers. The commanding officer is Sir Howard Vincent, M.P., ever ready in Parliament to champion the cause of the Volunteers. The fourth guard of honour will also be drawn from a very well-known regiment, the 1st London Volunteer Rifle Corps (City of London Rifle Volunteer Brigade), and familiarly known as the "L.R.B." The guard will be mounted on London Bridge, and can be recognised by the effective shako, with green feathers, surmounting the usual rifle uniform. The remainder of the Volunteers will, with the Yeomanry, be posted in the Mall, under the immediate command of General Sir Evelyn Wood, V.C.

As regards the Home District regiments of Infantry Volunteers, the plan adopted is the formation of what might be termed composite battalions, each company at full strength being furnished by a different corps in the same brigade. But over 6,000 men from provincial corps will be present, and as each such corps is only permitted to send a detachment of twenty men and two officers, it is obvious that nearly every Volunteer regiment in Great Britain will be represented. It is convenient to first cite as an example the 1st London Brigade. This brigade, which, by the way, is under the command of the officer commanding the Regimental District at Hounslow, consists of six Volunteer battalions and a cadet battalion attached. Each of these Volunteer battalions will supply 100 men, and the cadet battalion sixty-five men, all with a due proportion of officers and non-commissioned officers. The corps which comprise the 1st London Brigade are the three Volunteer battalions of the Royal Fusiliers (City of London Regiment), who may easily be recognised by their busbies, which are very like the bearskin head-dress of the Foot Guards on a somewhat smaller scale. Quite recently authority was issued that the Royal Fusiliers should wear a white plume on the right-hand side of the busby, and this distinction is also carried by the cadet battalion, the uniform of which, indeed, is identical with that of the Volunteer battalions of the regiment. The other corps in this brigade are the 1st and 2nd Volunteer Battalions of the Duke of Cambridge's Own (Middlesex Regiment), a regiment the first regular battalion of which, formerly the 57th Foot, had earned the enviable sobriquet of the "Die-hards." The uniform is the ordinary scarlet of line regiments, with helmets and white facings. The 17th (North) Middlesex Volunteer Rifle Corps is the only green-clad battalion in the Brigade—the green, indeed, so dark that it might well be called black, which has gained for the corps the nickname of the "Crows," though, as a matter of fact, in their own locality other corps are similarly known, from the same reason. In the 2nd London Brigade the 2nd (South) Middlesex wear the now somewhat rare grey, though many will remember when the sombre colour was almost universal throughout the Volunteer Force. The 5th (West) Middlesex have a uniform called green, but which, like that of

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TROOPER, SUSSEX IMPERIAL YEOMANRY.

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ROBIN HOOD'S MERRY MEN.

A squadron of the Sherwood Rangers on parade.

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TYPES OF CIVILIAN SOLDIERS.

1st Volunteer Battalion Royal Fusiliers.

the 17th and many other corps, is really black. They wear helmets and scarlet facings. The Harrow School Cadet Corps used to be attached to the 5th Middlesex, but quite recently it has been given a separate identity as the 27th Middlesex Volunteer Rifle Corps. To the 2nd London Brigade is attached the 16th Middlesex, the well-known London Irish, another corps in rifle green, with appropriately light green facings. It is quite in accord that His Royal Highness the Duke of Connaught should be the honorary colonel, and a glance at the Army List will show that a high percentage of the officers hold extra certificates of proficiency in various military subjects, though such a case is by no means limited to the London Irish. Also attached to the 2nd London Brigade is the 26th Middlesex, the Cyclist Corps. It is now generally recognised that the bicycle is becoming an increasingly important factor as a military machine, and the members of the 26th, in their serviceable Austrian grey uniform with red facings, and their legs encased in knickerbockers and putties, are sure to attract the notice of all those keen on the "wheel." Perhaps some of these will have been fortunate enough to have witnessed one of the striking displays given by the special detachment with their Maxim gun, which weapon with them is most ingeniously mounted on cycles. The remaining corps in the brigade are the two battalions of the Tower Hamlets, the 1st wearing scarlet with blue facings, which is a distinction in the Army reserved for regiments designated "Royal," and the 2nd Battalion in grey with scarlet facings. The 3rd London Brigade includes the 4th Middlesex (West London) Volunteer Rifle Corps, another grey-clad battalion; the 7th Middlesex, the renowned and easily-recognised London Scottish, a kilted battalion of excellent physique; and the 12th Middlesex (Civil Service). This corps is officially designated the "Prince of Wales's Own," and on his accession King Edward VII. graciously agreed to continue to occupy the position of its honorary colonel. The Civil Service soldiers of the 12th Middlesex, who wear a light grey uniform with blue facings, and helmets, will therefore take an enhanced interest in the day's event. To this corps is attached the 25th Middlesex (Bank of England), the members of which, however, still wear a rifle green uniform. In addition to the Queen's Westminster, who, as before stated, will furnish a guard of honour, two other "crack" Volunteer corps are included in the 3rd London Brigade. Of these the 14th Middlesex are the Inns of Court Rifles, another grey-uniformed battalion, the sub-title of which unmistakably indicates the legal profession of its members, for which reason, by the facetious, it is not unfrequently dubbed the "Devil's Own." The 20th Middlesex are the Artists, a title the familiarity of which is by no means confined to Volunteer circles. The Artists wear grey, but of a rather lighter shade than that of most other grey-clothed corps. The 4th London Brigade comprises six regiments, the first in order being the 15th Middlesex (the Customs and the Docks), a smart green-coated battalion, with scarlet facings. The members of the 24th Middlesex are drawn from officials in the General Post Office; telegraph companies are attached, and certain officers and men are permanently detailed for service with the Post Office Corps, a special detachment for the performance of Post Office duties. The uniform of the regiment is green with blue facings. Reference has already been made to the next regiment, the London Rifle Brigade, as it will furnish one of the guards of honour. It may be mentioned, however, that to it is attached the 4th London Volunteer Rifle Corps (Grocers' Company's Schools, Clapton). The 2nd London Volunteer Rifle Corps is a numerically strong regiment, clad in green with scarlet facings; it was one of the first Volunteer corps to adopt the slouch hat. Earl Roberts, the Commander-in-Chief, is the honorary colonel. The remaining regiment of the brigade is the 3rd London Volunteer Rifle Corps, which has for a long time had its headquarters in Farringdon Street. Its uniform is very similar to that of the regular line battalion—scarlet with buff facings. The last of the London Brigades is the 5th, consisting of five battalions, with a cadet battalion attached, all of which wear rifle uniform. Allusion to the Victoria and St. George's has previously been made, in connection with their guard of honour. The 18th Middlesex has its headquarters in the Harrow Road, and is often spoken of as the "Paddington Rifles," though it is not an authorised title. The 19th Middlesex, however, are officially termed "St. Giles's and St. George's, Bloomsbury," and, naturally enough, are generally known as the Bloomsbury Rifles. They wear helmets and green facings. The honorary colonel of the battalion is the Duke of Bedford, who takes great interest in all the Auxiliary Forces, and is known to afford to the employés on his estates every encouragement to enrol in some branch of the Service. The acting-chaplain, the Rev. A. B. Boyd-Carpenter, is known as an able and

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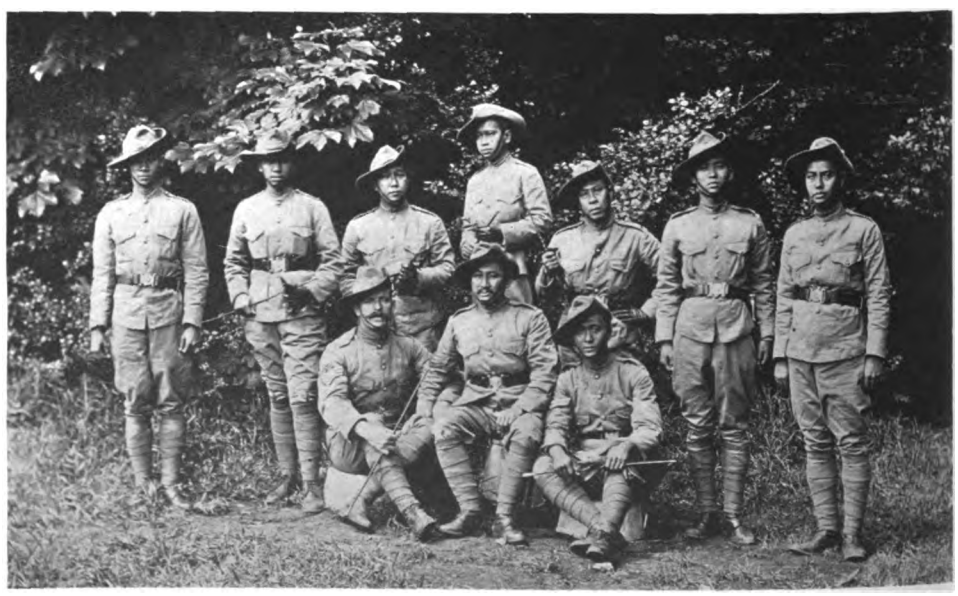
LUNCH BY THE WAY.

The London Scottish at their Easter Manœuvres.



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FROM THE LAND OF PINEAPPLES.

Non-commissioned officers and men of the Singapore Volunteer Infantry.

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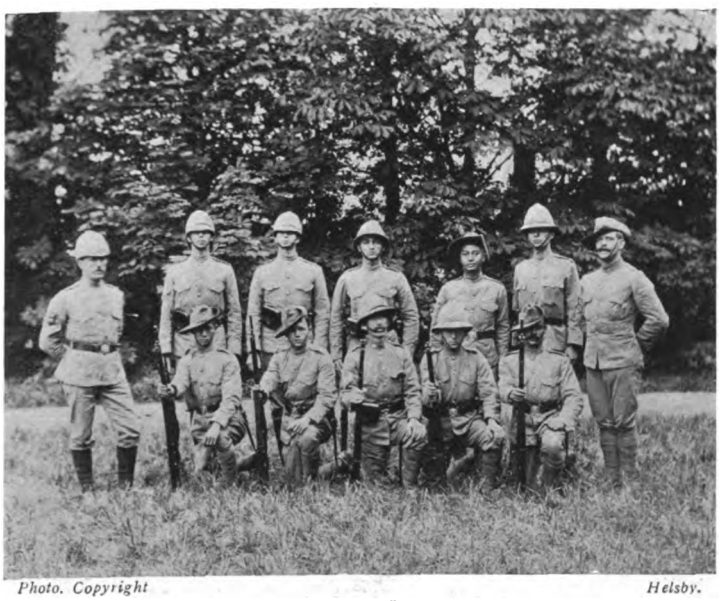

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A VERY REPRESENTATIVE GROUP

Of the Straits Settlements' Contingent.

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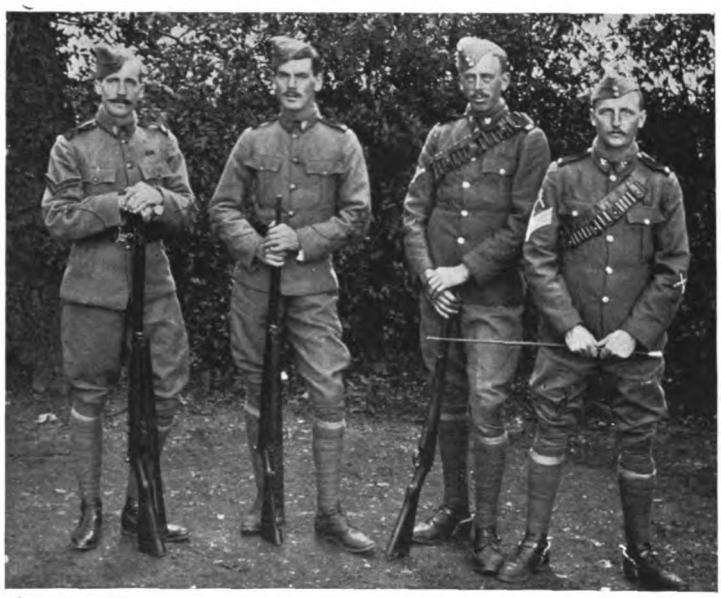
A GUN TEAM IN ACTION.

The 26th Middlesex Cyclists.

eloquent preacher. The 21st Middlesex (scarlet facings) are officially designated the Finsbury Rifle Volunteer Corps, and the 22nd Middlesex (also scarlet facings) are the Central London Rangers. The 1st Cadet Battalion of the King's Royal Rifle Corps will be attached for the day to the 5th London Brigade. This cadet battalion has been very successful under the command of the Rev. Freeman Wills; several Militia officers are attached for duty with it, and an acting-surgeon of the battalion is Lieutenant-Colonel J. H. Reynolds, who in 1879 won the Victoria Cross at Rorke's Drift. The corps wears scarlet facings and small rifle busbies. The East Surrey Brigade is composed of four battalions. A regimental custom of the 1st Surrey (South London) may here be observed—namely, that of adopting the use of the *word* First (*i.e.*, not 1st) in its designation. "First Surrey Rifles" is the form always socially used by its members. Two of the three Volunteer battalions of the East Surrey Regiment wear scarlet with white facings; the third has a rifle green uniform. The West Surrey Brigade is composed of the four Volunteer battalions of the Queen's (Royal West Surrey Regiment), three being in green and one in scarlet, with the blue facings of a Royal regiment. The two cadet battalions will also furnish detachments on the 27th. In the Home Counties Brigade are three battalions—the 2nd Volunteer Battalion Oxfordshire Light Infantry, the 1st Bucks Volunteer Rifle Corps, and the 1st Volunteer Battalion Royal Berkshire Regiment. To it will be attached the Oxford University Battalion, recruited entirely from members of the University, and occupying an almost unique position in the Volunteer Force. It enjoys the dignity of having the King as its honorary colonel. The 2nd Bucks (Eton College), will also be placed in the Home Counties Brigade. The position which Eton occupies amongst the public schools of England will lend general interest to the corps, which has a grey uniform with light blue facings.



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FROM THE LAND OF TEA.

Men of the Ceylon contingent.

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ON THE MARCH.

Royal West Kents at manœuvres.

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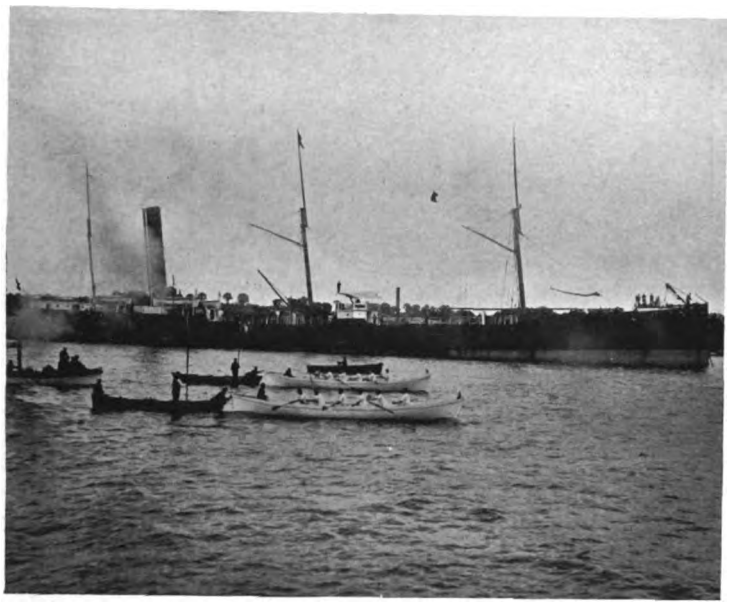
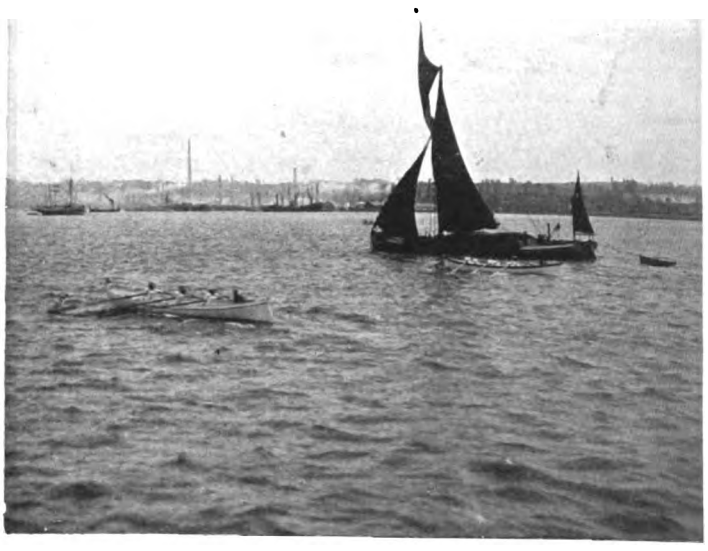
A STRUGGLE ON THE THAMES.



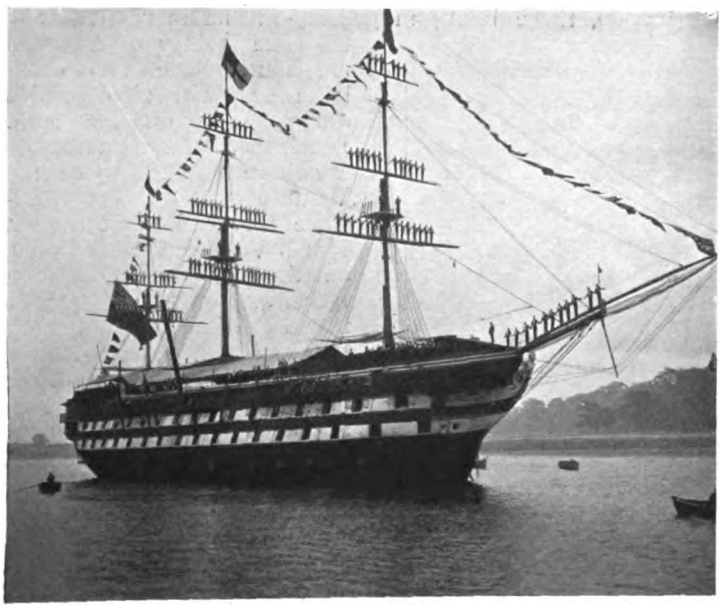
ARE YOU READY? GO!

The boats got off to a good start on a full three miles course.



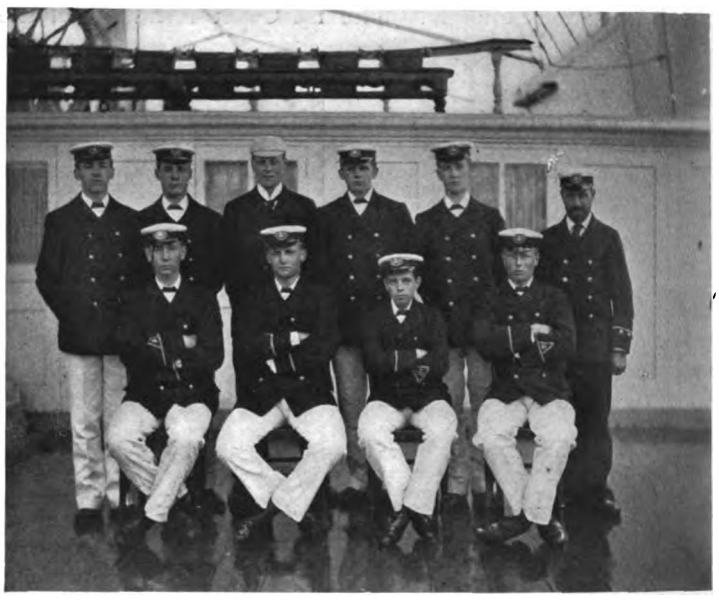
NEARING THE MARK-BOAT.

After a very game struggle the Mersey boat, the "Conway," was well beaten.



MANNING THE YARDS.

It is not oftee we see the old-time custom followed, and the "Worcester" looks very pretty when dressed to receive visitors, the cadets presenting a smart and workmanlike appearance.



THE WINNING CREW.

Reading from left to right the names are—Top row: W. C. Postle, H. H. Felton, J. F. R. Wlat[illegible] coach), H. M. Ryder, J. Montgomery, and Inst. May. Bottom row: J. K. Chaplin, G. F. Pickthall, A. G. Barnett, and J. Lecky.

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DISTINGUISHED VISITORS.

With W. M. Bullivant, Esq., the hon. sec. (centre), are Admiral Pattisson (left) and Admiral Sir E. R. Fremantle.

C. H. Temple.

AT LONDON BRIDGE.

The usual crowd of interested spectators watched the visitors to the race disembark from the steamer "Oriel."

Among the most keenly contested ahtletic events which take place on the Lower Thames is the boat-race between the cadets of the training-ships "Worcester" and "Conway." The race is a yearly one, and takes place alternately on the Thames and Mersey. This year the metropolitan river was the venue of the combat, and after a very game struggle the "Conway" was well beaten. W. M. Bullivant, Esq., the genial secretary of the "Worcester," invited a large gathering to witness the race, and entertained them with his usual generosity.

THE ANNUAL BOAT-RACE BETWEEN THE "WORCESTER" AND "CONWAY."

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FOREIGN ROYALTIES AT THE CORONATION.

Photo. Rischgitz.

H.R.H. THE DUKE OF ALBANY.
Duke of Saxe-Coburg.

Photo. Bolak.

PRINCE OF THE ASTURIAS.
Don Carlos de Bourbon.

Photo. Rischgitz.

PRINCE HENRY OF PRUSSIA.
Brother of the Emperor of Germany.

Photo. Rischgitz.

PRINCE NICHOLAS OF GREECE.
Third son of H.M. the King of the Hellenes.

Photo Bolak

H.I.H. PRINCE AKIHITO KOMATSU.
Representing Japan at the Coronation

Photos.

THE CROWN PRINCE OF DENMARK.
Queen Alexandra's brother.

THE CROWN PRINCE OF SWEDEN.
Oscar Gustaf Adolf, Duke of Wermland.

Rischgitz

THE GRAND DUKE OF HESSE.
Son of Princess Alice of England.

Photos.

THE GRAND DUKE MICHEL.
Heir Presumptive to the Throne of Russia.

Rischgitz.

THE PRINCE OF BULGARIA.
H.R.H. Prince Ferdinand of Saxe Coburg.

REPRESENTATIVES OF THE FRIENDLY POWERS.

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CAPTAIN YOSHIMATSU.
Commanding the "Takasago."

REAR-ADMIRAL IJUIEN.
Representing Japanese Navy.

CAPTAIN NAKAO.
Commanding the "Asama."

OUR FOREIGN MILITARY VISITORS

AND REPRESENTATIVES OF THE POWERS.

BRILLIANT figures in the celebrations will be the foreign military officers who come to represent their countries and those friendly rulers and chiefs of States who congratulate King Edward on his coronation. At many great celebrations, as at the two Jubilees of Queen Victoria, the gay and various uniforms of the foreign soldiers have given a touch of colour and picturesqueness that has added much to the delight of the public, and the presence of these officers has suggested pleasantly the existence of international amity. On this occasion previous records will be surpassed in many ways. There will be contingents representative of the foreign corps of which the King is chief, and these will add an element of very special interest. The British Empire will be well represented by Indian and Colonial troops, and by many officers and bodies of soldiers; and men like gallant Sir Pertab Singh of Jodhpur, who have won the admiration of Englishmen, will be the cynosure of all eyes on the great days of the Coronation festivities.

To name all the foreign officers would be impossible here. Many of them, like the Archduke Franz Ferdinand of Austria, are exalted personages, near to the thrones of their Sovereigns, and come to us rather as princes than as soldiers, having with them in some cases staffs composed mostly of Naval and Military men. Perhaps the most prominent of all the foreign officers outside the princely ranks is Field-Marshal Count von Waldersee, who accompanies Admiral Prince Henry of Prussia. This eminent soldier, who was much in the public mind during the recent events in China, has had a very distinguished career, his earliest active service being in the war of 1866. Up to the outbreak of the Franco-German War he resided in Paris, as Military Attaché, and supplied his chiefs with information of the utmost value regarding the French preparations. During the war he served as A.D.C. to the King of Prussia, and was present in many important operations and engagements, including Gravelotte and Beaumont, and the events that led up to the fall of Sedan, and upon the German troops arriving before the French capital, Count Waldersee indicated the principal positions to the King. When the Army of the Loire became threatening he was detached on important service to the headquarters of Prince Frederick Charles. After the war he acted as German Chargé d'Affaires in Paris, and in 1888 became Chief of the Prussian Staff, and inspector-general of the 3rd Army Corps. He was appointed to the command of the 9th Corps in 1891. When the international forces were organised to suppress the Boxer outbreak, the selection of Count Waldersee as commander-in-chief gave universal satisfaction. The fullest confidence was felt in the impartial character and tried sagacity and long experience of the gallant soldier, and it was justified by his skilful handling of affairs. Count Waldersee is a G.C.B. and has the Orders of Pour le Mérite, St. Andrew with Swords, and the Military Grand Cross of the Order of Savoy. Colonel Count von Hohenau, a prominent German soldier, accompanies the special mission as military A.D.C. to Prince Henry of Prussia, and other German soldiers are with the Prince, and come with the Princes of the States of the Empire holdnig high rank in the German Army. Let us not forget the well-known Military Attaché, Major Count Bredow.

Russia will be worthily represented by Field-Marshal the Grand Duke Michael, as she long has been among us by the Military Attaché, Colonel Yermoloff, and from France comes Colonel Bataille, a well-known officer, representing the Army of the Republic, in the special embassy of Admiral Gervais. Colonel d'Amade, who is also attached to the mission, is resident in London as Military Attaché, and although he has not been so long with us as his very popular predecessor, Count de Pontavice de Heussey, now commanding the artillery school at Vincennes, he has made a point of being present at many military celebrations and reviews, and is greatly liked by our military officers. So great and important is the movement towards efficiency in the Armies of the Dual Alliance that the presence of their representatives should be noted as of special interest.

Photo. Copyright.
CAPTAIN TAMARI.
Naval Attaché to the Japanese Legation.

MAJOR TARO UTSONOMIYA.
The Japanese military representative.

"Navy & Army."
LIEUT.-COM. TAKARABE.
Attached to Admiral Ijuien's staff.

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Photos.
ADMIRAL GERVAIS.
Representative of the French Navy.

In the case of the mission of the Archduke Franz Ferdinand, Austrian Heir Presumptive, Prince Henry Liechtenstein comes to represent the Austrian aristocracy, and Count Tassilo Festétics the Hungarian magnates, but the Army is not specially represented. Italy, by the Duke of Aosta, and Spain, by the Duke de Mandas, are represented with military staffs. The lesser States of Europe also have emissaries to express their congratulations. Thus from Belgium comes Prince Albert Leopold, with the Count de Lalaing, and Colonel Jungbluth and Lieutenant A. du Roy de Blicquy, A.D.C., and officer-in-waiting to the Prince, are with the party, representing the Belgian forces, which have just been reorganised on the lines of a voluntary Army. The Crown Prince of Sweden and Norway, descended from the famous Marshal Bernadotte, and a member of a great military house, coming from a land of heroic memories, has with him Count Wachtmeister and Captain Silversward of the Swedish Army. The Sultan sends to us Turkhan Pasha, a state councillor and Nassir Pasha, a general in the Ottoman Army who is reputed to be a keen and zealous soldier. Don Carlos de Bourbon, Prince of the Asturias, will represent Spain, and Ras Makonnen, the famous Abyssinian soldier, will be present.

Especially welcome among us are the officers from the United States. Some American faddists endeavoured to propagate the notion that it was unnecessary or unsuitable for a democratic republic to be represented at the coronation of a European monarch, more especially since that monarch had not been represented at the institution of the new President. Public opinion and universal good feeling soon overrode the noisy opposition of the small section which put forward this idea, and there was much deliberation as to who should suitably convey the congratulations of the United States. Mr. Whitelaw Reid is one of the most eminent of modern American statesmen and thinkers, and has prominent representatives of American opinion with him. The Military Attaché of the special embassy is General James H. Wilson, a well-known soldier of much experience, who, it is interesting to note, was born in the year in which Queen Victoria ascended the throne. It was intended that Captain C. E. Clark, who commanded the "Oregon" in the war with Spain, should represent the Naval Service on the staff of Mr. Whitelaw Reid, but in his place there has come Rear-Admiral John C. Watson, who has served afloat and ashore in many responsible positions with credit, and who, as commodore, was engaged in the blockade of Cuba and other operations during the war. Admiral Watson has selected as his A.D.C.'s Commander William S. Cowles, who has many friends in this country, and Lieutenant Edward H. Watson.

Pirow.
ADMIRAL RICHARD.
Flying his flag in the "Montcalm."

The Japanese Envoy, General H.I.H. Prince Akihito Komatsu, G.C.B., a member of the Royal house of Japan, visits England in very special circumstances. He has been chosen, because of his exalted rank, to mark the warm friendship of the two Empires, and in honour of the new alliance. That alliance having an offensive and defensive character in particular circumstances, it is particularly gratifying to welcome distinguished members of the Japanese Naval and Military Services. Rear-Admiral Ijuien flies his flag at Spithead, but another Naval officer not less eminent, Rear-Admiral Inouye, came with Prince Komatsu, while the Japanese Army is represented by Major-General Fukushima, Lieutenant-Colonel Shiba, Lieutenant-Colonel Kurosawa, and Major Isogimi, all well-known soldiers, who have rendered fine service in the war with China or during the Boxer rising. With them it is suitable to link the name of Major T. Utsonomiya, the Japanese Military Attaché in this country. All are worthy representatives of an Army which has proved itself one of the most efficient in the world. The result of the war with China aroused the nations to the presence of a new and yet imperfectly appreciated force among them. The

ON BOARD THE "KAISER FRIEDRICH III."
The captain and officers of the German flag-ship.

Photos. Copyright.
ADMIRAL CROWNINSHIELD.
Flying his flag in the "Illinois."

GENERAL WILSON.
Representing the United States Army.

"Navy & Army."
COM. RICHARDSON GLOVER.
Naval Attaché to the American Embassy.

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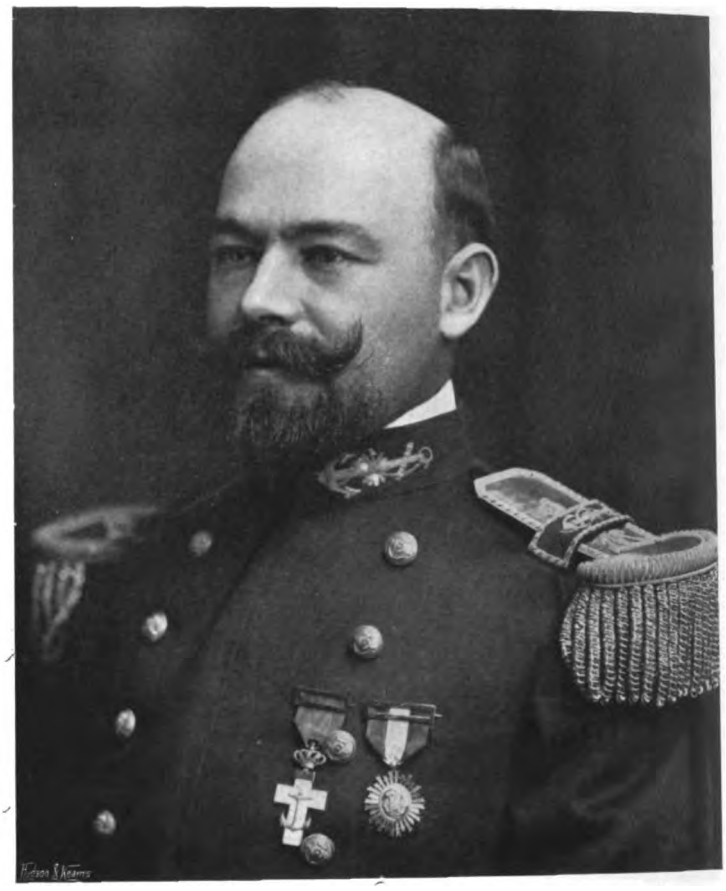
Japanese soldiers had shown that in personal qualities, in the careful training they had received, in the excellence of their system of supply, and in the skill with which they were led, they were well abreast of those of almost any Army in the world. The Japanese Army did not stand still, however, and when the forces were engaged against the Boxers, under the eye of foreign soldiers of distinction, their bearing and their military system were admitted as testimony of an efficiency which is equal probably to that of any Army in the world. It is pleasant to write thus in speaking of the Japanese military officers who have come to the Coronation of King Edward.

The Coronation processions assume generally a military character, and are attended by military ceremonies. Soldiers or sailors are all our Princes, deeply interested in the welfare of the Services, and never-failing in keenness or zeal. Therefore the military ceremonial of the Coronation comes appropriately and of necessity, and the distinguished foreign officers are welcome guests of the King and country.

COLONEL D. PEDRO SAUREZ.
The Bolivian Military Attaché.



LIEUTENANT-COM. D. JULIAN IRIZAR.
Argentine Naval Attaché.

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MAJOR D. JOSE MANZANOS.
The Spanish Military Attaché.

Elliott & Fry.

CAPTAIN D. MANUEL DIAZ.
The Spanish Naval Attaché.

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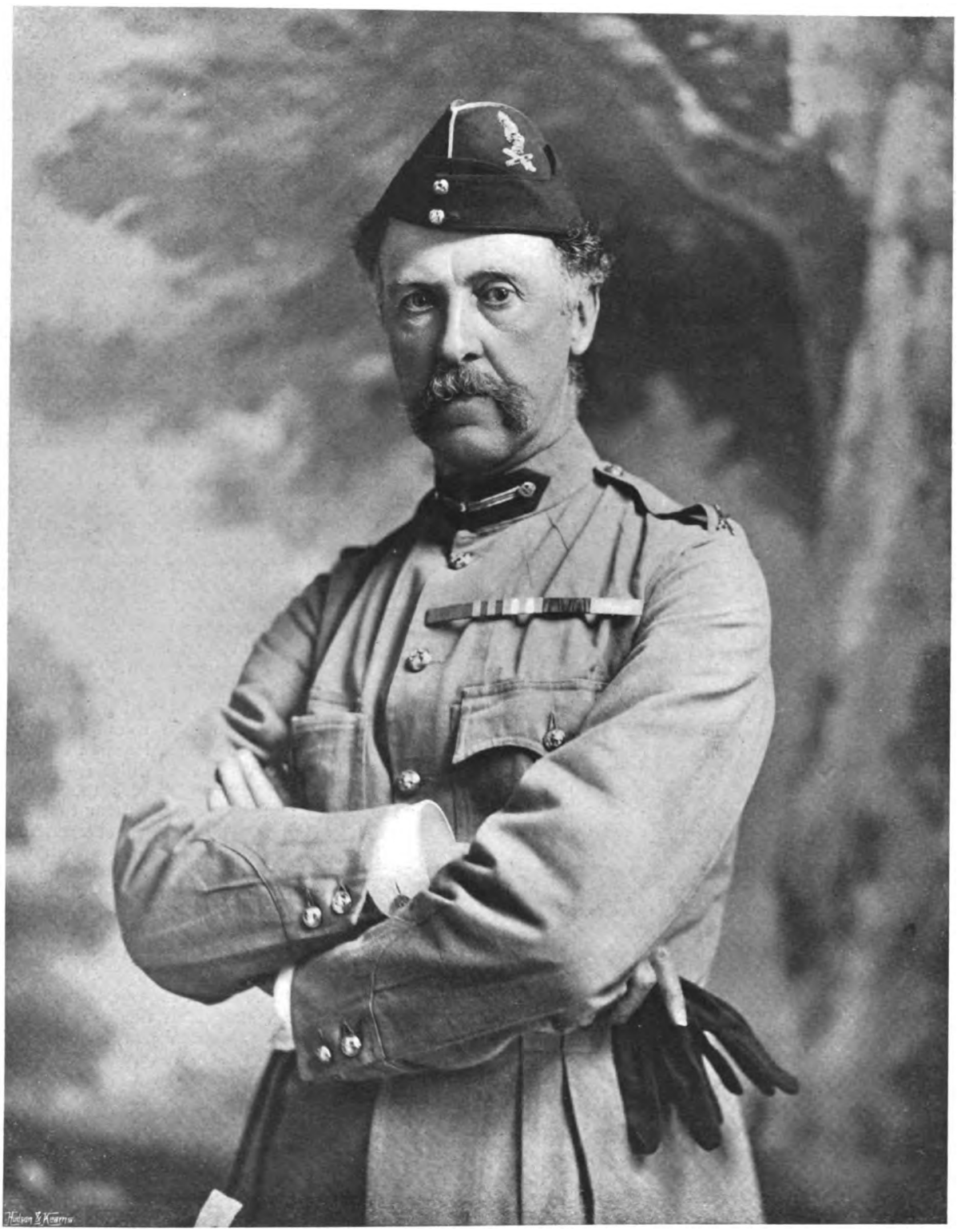

THE NEW COMMANDER-IN-CHIEF IN SOUTH AFRICA.

LIEUTENANT-GENERAL THE HON. NEVILLE GERALD LYTTELTON, C.B.

It is pleasant to think that Lord Kitchener's departure from South Africa leaves the conduct of military affairs in such capable hands as those of General Lyttelton, whose work throughout the war has been a consistent record of solid capacity, good leadership, and sound judgment. An ex-Rifle Brigade officer, General Lyttelton had previously seen a good deal of war service, and the estimation in which he was held was proved by his selection for one of the two commands of British Brigades during the final advance on Khartoum. Promoted major-general for his services in that campaign, he has since received another step, and is a lieutenant-general while still three years the "right side" of three score.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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☞ With this number there is presented a special supplement, a programme and guide to the Coronation Procession on June 27 and to the Naval Review on the following day. It is of convenient size for carrying in the hand when on board ship or when sitting in a window, and is complete in every detail. It is based entirely on official information, and its accuracy can be relied on. It is, in fact, a miniature Naval and Military reference book by means of which we hope that none can fail to identify the various units in the Procession on Friday, while it should be of equal service in the identification of the vessels during the subsequent day's proceedings at Spithead.

The Hidden Meaning.

TIMES of public rejoicing and occasions of State ceremonial never fail to produce an outburst from grumblers. "What is the good of all this fuss?" they ask. "Who benefits by all the trouble and expense? Nobody but the people who get a little excitement out of it, and perhaps a few who manage to make a little money." Such grumblings are seldom taken seriously. We smile, and shrug our shoulders, and think no more about them. Suppose for once, however, that we meet the grumblers upon their own ground. Suppose we try to show the real meaning of the Coronation, for example. Suppose we point out why it is not merely a piece of mediæval mummery, not solely an occasion for taking a holiday and thoughtlessly throwing up our caps. Even from this point of view there would be much to be said for it. "All work and no play makes Jack a dull boy." Public holidays and public festivals introduce a welcome element of variety into our lives. We English people have been too little accustomed to such breaks in the monotony of everyday existence. It is natural to like holidays, and it is natural to take pleasure in display and pageantry. We ought all to be the better for the change and the excitement that the Coronation festivities bring in our way.

But there is much more in these festivities than this. State ceremonies are no longer what they once were. Originally they were arranged in the interests of Kings, Princes, and Governors. The common people looked on, but had no part in them. So far as the mass of the nation was concerned, they were simply a show. Democracy has changed all this, as it has changed so much else in the relation between the rulers and the ruled. In former times the crowning of a monarch was a matter largely personal to himself. Kings regarded their dominions as their private property. They had themselves invested with the signs and tokens of royalty in order that there might be no mistake about their title and their authority. They travelled round their kingdoms, as a landowner might inspect his estates. Nowadays the Sovereign is the figure-head upon the Ship of State. He fills his great position by the will of the people. State ceremonials have, therefore, a quite different significance. They are concerns in which every one of us can feel that he has a direct personal interest. The flag and the monarchy are symbols of the unity of the British race. We cannot live by abstract ideas alone. We must have symbols to touch the imagination and to keep alive in our hearts and minds that sentiment of solidarity which binds us all together. When we salute the Union Jack, and when we cheer the King and Queen, we acknowledge and proclaim to the world that we are a united people, that we have a common ancestry and common interests, and a common aim.

When the Prince and Princess of Wales took their memorable journey through the States of the Empire, we pointed out that they travelled as ambassadors from the people of the British Isles to our kindred nations overseas. They carried messages of sympathy and goodwill to all who share with us the heritage of the Empire. Now it is the turn of our brothers and fellow-subjects of all parts of the world to send their representatives to us. They have come from the four quarters of the earth to take their part in the Coronation ceremonies. Their mission is to proclaim that those who send them are proud to link their destinies with ours. They do not bow their heads as vassals, humbly submitting themselves to the Imperial yoke. They stand with heads erect, free men amongst free men, willingly and gladly accepting their responsibilities, and claiming their place as part heirs of the inheritance which has been handed down to them.

On our part we ought not to neglect the opportunity offered to us of learning more than we know already about the far corners of the Empire. We may now realise more clearly, if we will, who and what our fellow-subjects are in distant lands. Not many people have any distinct idea of the extent of the British dominions, or of the races which inhabit them. In our schools we are so much occupied with drilling abstruse and useless knowledge into young heads, that little time is found for teaching our future citizens anything about the history or the geography of their own country. Most of us have to pick up, after our education is supposed to be complete, the facts about the size and situation of our Colonies and Possessions, and about the way in which the Empire has been built up. In London at this moment we have a great opportunity of adding to our knowledge. It is not enough to watch the processions and to notice the numberless contingents of Colonial troops. It is not enough to turn a casual eye upon the strange uniforms and the unfamiliar faces which we see about the streets. We ought to visit the camps at the Alexandra Park and at Hampton Court, and to seize the opportunity of talking to the men who have come to represent Canada, and Australia, and South Africa, and India; of learning from their own lips something of the lands whence they have come, and something of the feelings with which they regard the Empire.

Through these men the Coronation cheers and the Coronation joy-bells will continue to echo round the world long after we have taken up again the normal course of our daily life. The news that the King is crowned will flash round the world hard upon the very moment which sees the ceremony over. But these men will carry back with them to their distant homes thousands of details which even enterprising special correspondents will think too unimportant to notice. It is these details which will make up the general impression that their minds will retain of their visit to London. Let us all do our utmost to send them away with a favourable impression. They will certainly think that the Capital of the Empire is in many ways at least twenty years behind the time. They will certainly see that Englishmen are in many things unenterprising and unbusinesslike. It lies with those whom they meet in personal intercourse to show them that the heart of the nation is sound at the core. We look critically at "Colonials." We smile at their straightforward speech and frown at their rough-and-ready methods. There is more than a shade of superiority in our glance. But in reality it is we and not they who are being tried and tested this Coronation-tide. Their keen eyes are taking note of the spirit that is in us. Their active wits are probing our attitude towards the problems that await solution by men of British blood throughout the world. Upon their verdict depends more than is dreamed of in our narrow philosophy. We can no longer delude ourselves into believing that England is the Empire. The Kingdom of God, wise preachers tell us, is wherever two or three righteous men are gathered together. So it is with the British Empire. Its strength lies in the scattered groups of strong men who uphold the honour of the British name wherever it is possible for white settlers to live and prosper. This year these scattered groups—some of them now grown up into nations, others still no more than handfuls—have each sent some of their number to see whether the "people at home" are taking their part as they should, and quitting them like men. If we should be weighed in the balance and found wanting, how can we look for the closer Federation of the Empire, how can we expect the strong to bind themselves in alliance with the nerveless and the weak?

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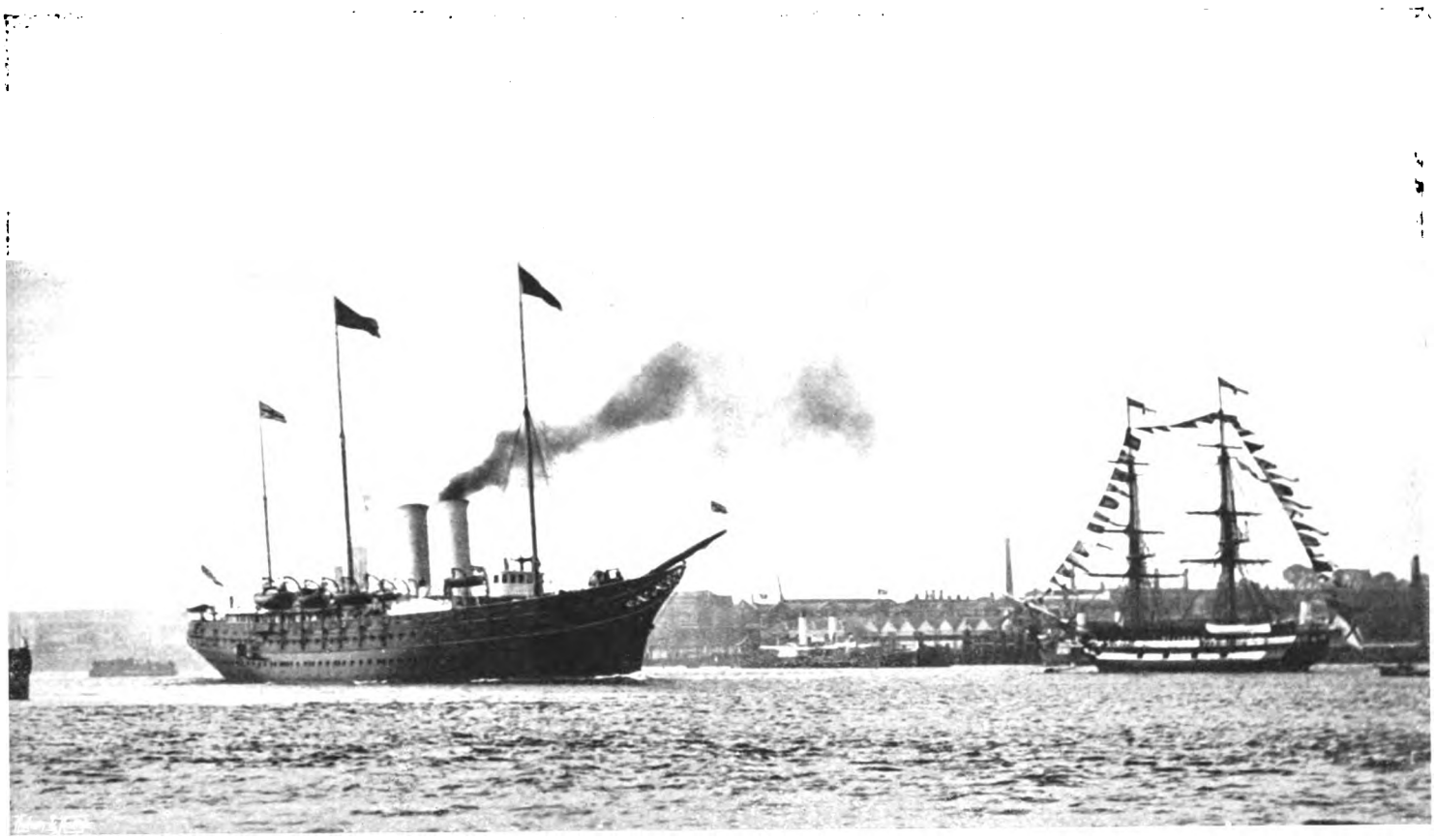
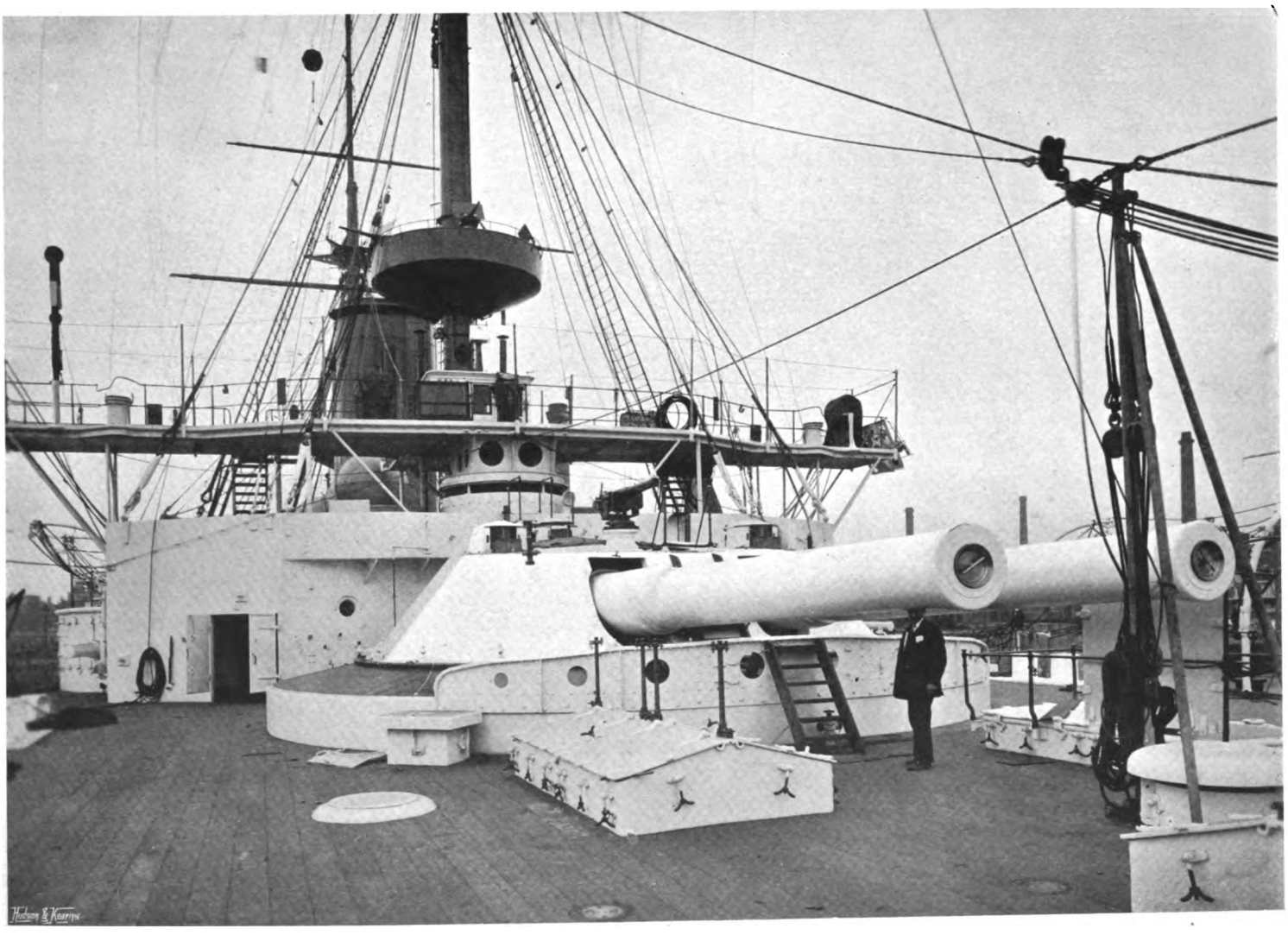
THE CORONATION REVIEW AT SPITHEAD.



THE ROYAL YACHT "VICTORIA AND ALBERT" LEAVING PORTSMOUTH DOCKYARD.

The king will be on board the Royal Yacht at the Review, and the "Victoria and Albert" will have the Royal Standard flying at the main, the Admiralty flag at the fore, and the Union Jack at the mizen. The yacht will leave the harbour to review the Fleet at 2 p.m., and will pass through the lines of war-ships, coming to an anchor in the column of foreign vessels between the Italian and German ships. Here His Majesty will receive the flag officers and captains of the vessels present.



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THE QUARTER-DECK OF THE "LONDON."

The flag-ship of Admiral Sir Charles Hotham, G.C.V.O., K.C.B., the Commander-in-Chief of the ships at the Review.

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THE CORONATION REVIEW AT ALDERSHOT.

Photo. Copyright. *Moore*

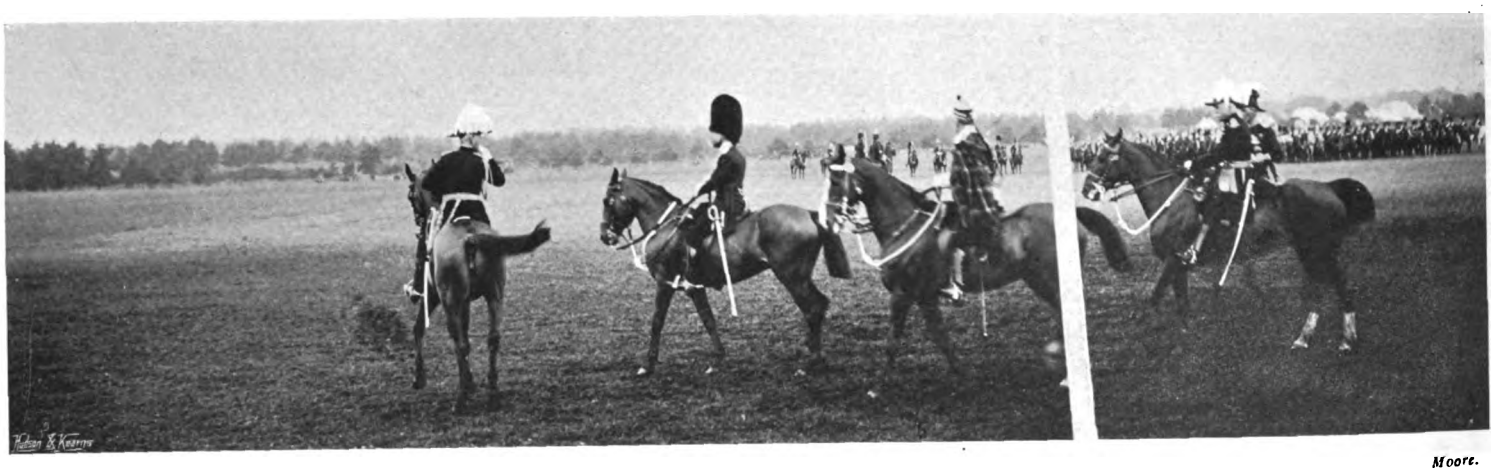
HER MAJESTY THE QUEEN APPROACHING THE LINE.

Troops coming to attention and shouldering.

Photo. Copyright. *Russell*

SALUTING THE PASSING COLOURS.

Indian officers and others at the salute.



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IN THE KING'S ABSENCE.

H.R.H. the Prince of Wales going to the saluting point.

Photo. Copyright. *Gale & Polden.*

THE FEATURE OF THE DAY.

Her Majesty presenting colours to the 2nd Highland Light Infantry.

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THE ARMY AT THE CORONATION.

By A MILITARY OBSERVER.

THE KING AT ALDERSHOT.
Their Majesties' arrival at the station.

THE Coronation ceremonies, to which the eyes of the civilised world will during this week be turned, serve in many of their details to remind us of the times, long centuries ago, when the King was the elected Sovereign of the people, and acclaimed as such amid the clash of arms and clang of spear and sword on the uplifted shields of the warriors of the tribe; for in those days the privilege of a vote or taking part in the political life of the community went together with the duty of serving in the ranks of the host in war—a lesson which some of our twentieth century politicians might do well to take to heart when considering the question of universal service for our modern Army.

In all countries and in all ages the warrior caste has ever been predominant in deciding the question of the ruling power, and it has been chiefly on their armed retainers that most potentates have relied for support, whether these forces have been known as the "braves" of the savage tribes, the prætorians of the Emperors, the gesithas of the Saxon kings, the huscarls of Cnut, the vassals of the Plantagenets, or the army of later kings. And surely no Sovereign owes more to his soldiery than the gracious Monarch whose Coronation we celebrate this week; the vast Empire which gladly owes him allegiance, the mightiest the world has ever seen, has been chiefly won and held for the Crown of England by the gallant deeds of the armed forces of the Crown. It is, then, most fitting that a large part of the Coronation ceremonial should be undertaken by those who are, or have been, in the King's Army. Of course, large numbers of soldiers of all arms of the Service, Regulars and Auxiliaries—Home, Indian, and Colonial—will be employed in the Procession through the streets and for keeping the line of route; but it is intended in this article to deal more in detail with those taking part in the actual Coronation within the Abbey walls, as laid down in the official programme by the Earl Marshal, giving the order of that Procession.

Two military bodies, always intimately connected with all Court ceremonials, will naturally be on duty on this occasion, viz., the Honourable Corps of Gentlemen-at-Arms and His Majesty's Body Guard of Yeomen of the Guard. These are the two oldest military bodies in the Kingdom, the former having been formed in 1509 by Henry VIII., while the latter was incorporated by that King's father in 1485. No officer under the rank of captain can be appointed a Gentleman-at-Arms, and no one below the rank of sergeant is eligible for appointment as a Yeoman. A medal for active service is a necessary qualification for either corps. Lord Belper, the Captain of the Gentlemen-at-Arms, is honorary colonel of the South Nottinghamshire Imperial Yeomanry and an A.D.C. to the King; while Earl Waldegrave, the Captain of the Yeomen of the Guard, was a major and honorary lieutenant-colonel of the London Rifle Brigade. Of the other officers of the Yeomen, the Lieutenant, Colonel Hennell, saw service in the Bombay Army in Abyssinia, Afghanistan, and Burma; the Ensign, Colonel Ellison, served with the 47th Regiment in the Russian War; the Clerk of the Cheque and Adjutant, Major Elliot, was in the South African War of 1879; and of the Exons, Lieutenant-Colonel Patterson served in the long-ago campaigns of the Sutlej in 1845, the Punjab in 1848, and the Mutiny; Major Hon. F. Colborne has seen service in South Africa, 1881, Afghanistan, the Soudan, 1885, and the late South African Campaign; Colonel de Sales La Terrière has gained the 4th Class Medjidie; and Captain French, late 2nd Life Guards, served in Egypt in 1882, and in the late war.

All parts of the United Kingdom are, of course, represented at the Coronation of the Sovereign of these kingdoms; hence the King's Scottish Body Guard of the Royal Company of Archers of Scotland are represented by their Captain-General, the Duke of Buccleuch, who is also "Gold Stick" of Scotland. The "Gold-Stick-in-Waiting" this month is General Lord Chelmsford, who, besides being colonel of the 2nd Life Guards, is colonel of the Derbyshire Regiment and hon. colonel of the 4th Middlesex Volunteer Rifle Corps. His war services include the Russian War, where he gained the 5th Class Medjidie, the Mutiny, Abyssinia, where he earned the C.B., and South Africa, 1879, for which he was created first K.C.B. and then G.C.B. Of the Great Officers of State, it will probably not be generally known that the Archbishop of York, in whom is vested the right to place the crown on the head of our gracious Queen Alexandra, was at one time a soldier, but such is the case, and Dr. Maclagan commenced life as a subaltern in the Indian Army; the Lord President of the Council, the Duke of Devonshire, is hon. colonel of the 3rd Battalion Derbyshire Regiment and the 2nd Sussex Royal Garrison Artillery Volunteers; the Lord Privy Seal, the Marquess of Salisbury, is honorary colonel of the 4th Battalion Bedfordshire Regiment, just returned from South Africa, and the Cinque Ports Royal Garrison Artillery Volunteers; the Lord High Constable, His Majesty's son-in-law, the Duke of Fife, is honorary colonel of the Banff Royal Garrison Artillery Volunteers; the High Constable of Scotland, the Earl of Erroll, is a colonel in the Army and hon. colonel of the 3rd Volunteer Battalion Gordon Highlanders—he formerly commanded the Blues, and has gained a C.B. in the recent war; the High Constable of Ireland is the Duke of Abercorn, formerly hon. colonel of the 5th Battalion Royal Inniskilling Fusiliers; the Earl Marshal, upon whose office has devolved the arrangements for the Coronation, is the Duke of Norfolk, who, as lieutenant-colonel of the 2nd Volunteer Battalion Royal Sussex Regiment has just returned from active service—he is also hon. colonel of the 4th West Riding Yorkshire Royal Garrison Artillery Volunteers; the Lord High Steward, the Duke of Marlborough, is a lieutenant in the Oxfordshire Imperial Yeomanry; while the Lord High Steward of Scotland, the Earl of Crawford, is hon. colonel of the 1st Volunteer Battalion Manchester Regiment; the Lord Steward of the Household, the Earl of Pembroke, was formerly a captain in the Wiltshire Imperial Yeomanry, and hon. colonel of the 1st Wiltshire Volunteer Rifle Corps; the Lord Chamberlain, the Earl of Clarendon, is hon. colonel of the Herts Imperial Yeomanry; the Comptroller of the Household, Viscount Valentia, was formerly in the 10th Hussars, and is now honorary colonel of the Oxfordshire Imperial Yeomanry—his recent services in South Africa have gained him the C.B.; the Master of the Horse, the Duke of Portland, has had a varied military experience, having been at one time a lieutenant in the Coldstream Guards, then lieutenant-colonel of the Honourable Artillery Company, and now hon. colonel of the 4th Battalion Derbyshire Regiment and 1st Nottinghamshire Volunteer Rifle Corps; the Vice-Chamberlain, Sir Alexander Acland-Hood, was a captain in the Grenadier Guards, and earned the 5th Class Medjidie in Egypt; the Keeper of the Crown Jewels, General Sir Hugh Gough, won his V.C. in the Mutiny, a C.B. in Abyssinia, and

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a K.C.B. in Afghanistan; while the Gentleman Usher of the Black Rod, General Sir M. Biddulph, served in the Royal Artillery in the Russian War, and earned a K.C.B. in the Afghan War. Lord Suffield, the Master of the Robes, who will assist to bear His Majesty's train, is one of the King's A.D.C.'s and hon. colonel of the 3rd Volunteer Battalion Norfolk Regiment, and was formerly in the Norfolk Artillery Militia.

Several swords form part of the King's regalia and are fittingly carried in the procession by men of the sword. The Sword of State will be borne by the Marquess of Londonderry, lieutenant-colonel of the 2nd Durham Royal Garrison Artillery Volunteers, hon. colonel of the 4th Battalion Durham Light Infantry and 3rd Battalion Royal Irish Rifles, and an A.D.C. to the King; the second and third swords will be carried respectively by Earl Roberts and Viscount Wolseley. Of the war services of these two officers, one the present and the other the late Commander-in Chief of His Majesty's Army, no reminder need be given they are part of the military history of the nation for more than half a century. The other sword, the curtana, or pointless sword of mercy, will be borne by the Duke of Grafton, a retired general officer who gained a Medjidie in the Russian War and is still one of the King's A.D.C.'s. The Earl of Carrington, formerly a captain in the Blues, and afterwards lieut.-colonel of the 3rd Battalion Oxfordshire Light Infantry, will carry St. Edward's Staff; while the Sceptre with the Cross will be borne by the Duke of Argyll, honorary colonel of four corps, viz., 6th Battalion Lancashire Fusiliers, Argyll and Bute Royal Garrison Artillery Volunteers, London Scottish Volunteer Rifle Corps, and 5th Volunteer Battalion Highland Light Infantry; and the Sceptre with the Dove by the Earl of Lucan, formerly captain and lieutenant-colonel in the Coldstream Guards, who won the Legion of Honour and the Medjidie in the Russian War; the Duke of Somerset, hon. colonel, of the 1st Wiltshire Volunteer Rifle Corps, and once a lieutenant in the 60th Rifles, will bear the Orb; and one of the Golden Spurs will be carried by the Earl of Loudoun, one time a lieutenant in the Leicestershire Imperial Yeomanry.

Of the Queen's regalia, Her Majesty's Crown will be carried by the Duke of Roxburghe, a lieutenant in the Royal Horse Guards, who has served in the late war; the Sceptre with the Cross will be borne by Lord Harris, lieutenant-colonel of the East Kent Imperial Yeomanry, who has also served in South Africa; and the Ivory Rod with the Dove by the Earl of Gosford, honorary colonel of the 3rd Battalion Royal Irish Fusiliers.

From the foregoing lengthy list it will be seen how large a share in the Coronation Service falls to the lot of officers of all branches of His Majesty's Army, Regulars, Militia, Yeomanry, and Volunteers; and of all the multitudes who on Coronation Day will shout "Long live King Edward VII.," by none will the cry for the long life of our Sovereign and his gracious Consort be more deeply felt than by all ranks of the officers and men of the King's Army.

NOTES & QUERIES AFLOAT & ASHORE.

J. S. CARTE.—No article of any length on the old 87th has been published in the NAVY AND ARMY ILLUSTRATED, but in our issue of November 11, 1899, there appeared an article entitled "The Lost Battalions,' which dealt with the companies of the Gloucestershire Regiment and the Royal Irish Fusiliers which had then recently been captured by the Boers. A brief history was given of the old 87th, the "Faugh-a-Ballaghs," as the regiment is called from the nickname it won at Barrosa in the Peninsular War. With this war cry on their lips the 87th dashed against the enemy at Barrosa and captured the golden French eagle and wreath of the 8th French Light Infantry. This feat is still commemorated by the "eagle and wreath" above the figure 8, which is worn by the regiment as a collar badge. At Vitoria the 87th captured the bâton of Marshal Jourdan. At the Nivelle its wild bravery won praise on all sides, "Gallant 87th," "Noble 87th," being the terms used by the general in command when speaking of the regiment. I do not know of a history of the 87th, but you cannot read any account of the Peninsular War without finding mention of this fine Irish regiment.

* * * *

"GUNNER."—The Johnson cap is pressed on to the end of a projectile cut to receive it. The cap has not been patented, but its construction is a secret, even to the metal of which it is composed. The American Navy uses this particular form of cap, and the Germans use one so exactly similar that it is believed they have discovered the process of manufacture. The cap weighs 5-lb. It has been tried both with normal fire and oblique fire at 20-deg. to the normal, and in every case has given results superior to the uncapped shot. The extra weight results in a very small drop in striking velocity of about 20-ft. a second in 2,000-yds.

* * * *

"F. J. M."—You are quite correct with regard to certain Yeomen of the Guard being called "Bed-hangers" and "Bed-goers." The Yeomen of the Guard were established by Henry VII. in October, 1485. The King was particularly afraid of treachery against his Royal person, and his Yeomen were always in attendance. The extraordinary care which was exercised in order to protect him was evidenced by the Yeomen only being employed in making the King's bed, those members who actually performed the task being called Bed-hangers and Bed-goers. They literally made the bed—fetched clean straw, probing it with their daggers to discover if a foe were concealed therein, laid a down bed and blankets upon it, covering all over with a "pane" of ermine and "a pane or two of marterns." "Pane," be it understood, means covering, a word still used in our "counterpane," from the old French "panne," a hide or side of fur; "martern" evidently means marten. The curtain or canopy was let down over the bed and "angels" (images) were placed about it—to encourage pleasant dreams, no doubt. This quaint custom was afterwards revived with great pomp and ceremony by Charles II., with additional fetchings and carryings of stoups of wine and ale and spiced beef, and other things for the refreshment of the Esquires and Ushers of the Bedchamber and the Yeomen. This elaborate performance was called the "All Night." The Page of the Presence and later the Exon-in-Waiting used to sleep on a truckle bed placed across the Royal bedroom door. The Yeomen of the Guard, it is interesting to note, also performed the duty of carrying the coffin at all Royal funerals from the time of Charles II. down to Princess Charlotte.

* * * *

"CLIPPER."—Until about 1860 the American sailing-ships were always faster than the British. Vessels were built which on occasions realised over 16 knots, and consecutive runs of over 330 nautical miles a day were recorded. In 1852 the American Navigation Club of Boston offered £20,000 to the winning sailing-vessel in the run from London to China, and failed to find a British competitor, even when they offered the British ship fourteen days' start. The American sailing-ships could carry more cargo in proportion to their registered tonnage, and by mechanical appliances it was stated that they reduced the crews so that twenty seamen could do as much work as thirty in a British vessel of similar size. England up to 1835 had a bad system of registry, which only took into account the length and breadth of the vessel, while Lloyd's made matters worse by classifying vessels according to their age, without regard to the excellence of their timbers or construction. The result was that to lessen the dues at the ports deep coffin-like ships were built, and these, through their bad sailing powers, were frequently victims of the enemy or the weather.

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"AREVOLVER MAGAZINE LOADER."—The revolver is essentially a quick-firing weapon, and has been aptly compared by a distinguished American officer to a dose of Epsom salts—a thing not often required, but, when needed, needed badly. Putting aside the question of automatic pistols, however, the revolver has hitherto suffered from one grave defect—viz., that it is the most difficult small-arm to load with rapidity. Patents innumerable have been filed having as their object the remedying of this defect, and among these attempts at solving the problem "Prideaux's Magazine Loader" must be numbered among the best. The principle is identically the same as that which enables a magazine rifle to grind out rounds by the clipful. The loader, which weighs only 2-oz., consists of a circular frame containing a sufficient number of cartridges for one charge, held therein by steel clips in the same relative position as they occupy in the revolver. A sliding disc is fitted at the rear of the loader, which, on pressure, pushes the six cartridges clear of the clips into the chambers of the weapon, releasing the loader for refilling at leisure. By using this loader six cartridges can be inserted as quickly and far more easily than a single one, while, again, after loading, the hammer is certain to have a cartridge under it, which are advantages not to be despised in the case of emergency. Further, a charged loader at hand—if one can only remember to recharge it—instead of loose cartridges is practically a loaded revolver; it may be easily used in the dark, and there is no shaking of loose cartridges from pouch or revolver chamber whilst loading, the latter rendering it particularly useful to mounted men. Economically the magazine loader has everything to recommend it, for it is very simply made, including as it does only four essential parts. It may be added that the "Field" trials with the Prideaux loader have demonstrated that continuous fire can be maintained at the rate of a shot per second, which is treble the ordinary rate.

* * * *

"RIFLE CLUBS."—Among the centenaries which fall due this year that of the rifle ought to be included, for it is just 100 years since the first rifled musket, known as the Baker, was issued to British rifle regiments. However, it was not till 1849 that Captain Minié, of the French Army, brought out the greatly improved weapon bearing his name, which led to all civilised troops being armed with rifled small-arms, and caused the spherical bullet to be discarded for one of cylindro-conoidal shape. At the present juncture rifle-shooting is enjoying a great and well-merited boom. The experience gained in the South African Campaign has led to the conviction that every able-bodied citizen ought to become a rifle-shot, and there is the Premier's dictum that he would like to see a rifle in every cottage in the land, and for everyone to have opportunities for practice with it near home. The authorities must see about the opportunities, but the experience of the gunmaker is necessary to design a rifle which is to reach "every cottage in the land." Consequently, those interested in the popular movement for the formation of rifle clubs should note the fact that the world-famous firm of Greener, who were being awarded grants from Government for improvements in rifled weapons as far back as 1857, have recently produced a weapon which is simple in design, effective, accurate, durable, and cheap—in a word, just the thing for democratic rifle clubs, who cannot afford to pay a long price. The "Sharpshooter's Club Rifle," as it has been christened, is of ·310 calibre, fires a smokeless cartridge, which costs less than ½d., and is fitted with extremely accurate sights, resembling the prevailing military patterns. This rifle is made in two patterns, both having a detachable barrel, but Mark II. has almost entirely superseded Mark I., although the latter is still made for those who want only the cheapest form of reliable rifle. With either the weights are in correct proportion, and an accurate idea of recoil and the correct handling of the full-sized weapon is obtained. At Bisley the finest diagram ever obtained in a public "miniature" competition was made with Mark II., which for military purposes is sighted up to 500-yds. The Mark I. pattern costs £2 2s., the Mark II. £3 3s., and each is excellent value for the money. It should be added that the breech mechanism of these rifles is on the Martini principle.

THE EDITOR.

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Photo. Elliott & Fry.

THE HON. E. BARTON
Federated Australia.

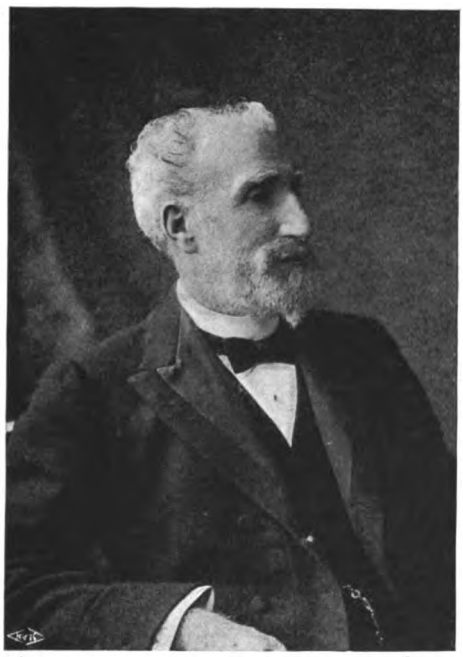

Photo. Sawyer.

THE HON. WILLIAM M'CULLOCK.
Victoria.

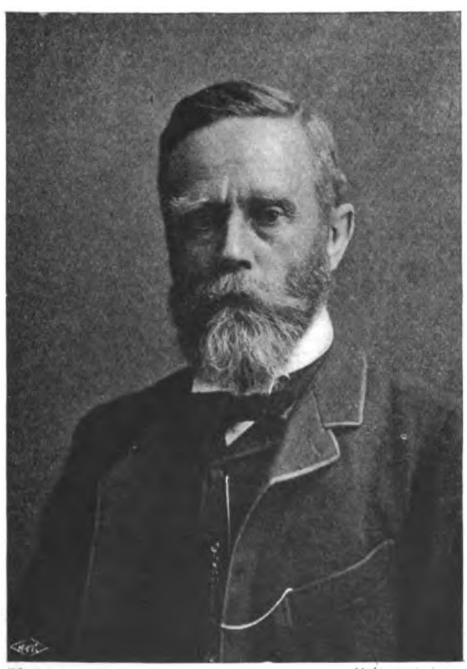

Photo. Elliott & Fry

SIR J. GORDON SPRIGG.
Cape Colony.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

WRITING just before the Coronation for an issue of the paper which will be dated two days after the Coronation, "Imperialist" can hardly be expected either to write as if the event were ancient history, or with that intelligent anticipation which marks some aspects of modern journalism, but which is hardly applicable to such momentous happenings as the one in question. Accordingly, he prefers to prepare the ground, as it were, for a future discussion of the actual consequences of the Coronation by a few more or less discursive remarks inspired by the presence of the Colonial contingents and other visitors in London, and by the observations let fall publicly by some of the more distinguished among the latter with reference to the approaching Inter-Colonial Conference.

In the first place, it is exceedingly gratifying that the country should have risen worthily to the occasion in the matter of offering due hospitality to the Colonial representatives. In the Colonies themselves the welcome extended to properly accredited, and often to mere casual, visitors from the Mother Country has always been of the warmest and most genuine sort. But the converse does not by any means invariably hold good, and it is by no means an uncommon thing for those who mix with Colonials to hear bitter complaints of the manner in which the cold shoulder has been given, even in cases where the giver is under a direct obligation for hospitality received in Australia, Canada, or elsewhere. But in the case of the Coronation there has been no question of individual meanness or forgetfulness, at any rate where official representatives of the Colonies are concerned, and it is clearly understood that the greeting accorded, and the accommodation and entertainment provided, have alike given every satisfaction. This is very much as it should be. Of course, it would have been discreditable if things had been otherwise, but it would have been quite possible at such a time for a little lack of management and inattention to details to have produced much soreness. and it is pleasant therefore to put on record that, so far as can be gathered, the general feeling of the Colonial visitors, from the highest to the lowest, is most appreciative. They have been, and are being, treated as they have every right to expect to be treated—namely, as the honoured guests of the Mother Country on an occasion in which to be an honoured guest is something, indeed, to be proud of.

From this gratifying reflection let us turn to the serious future, of which men like Mr. Seddon were discoursing eloquently for weeks before the Coronation, and of which a peculiarly interesting and sagacious forecast was more recently made by Mr. R. H. Haldane, K.C., M.P., in an address delivered at the Royal Colonial Institute on "The Constitution of the Empire and the Development of its Councils." The writer cannot hope to follow Mr. Haldane at all closely through the details of a carefully reasoned argument, but one or two of the points which he raised are of such curious importance, and, moreover, coincide so completely with the views expressed in previous instalments of these notes, that some reference to the address seems peculiarly appropriate at this juncture.

Mr. Haldane at an early stage of his argument pointed out that obviously the exigencies of business must always make such conferences between Colonial and Home Ministers as that which is about to take place of infrequent occurrence. "But there are minor species of opportunity and means of exchange of ideas, the importance of which has probably not been estimated." He went on later to say that a policy of conference on a greatly extended scale, conference not less real because much of it would be carried out by the systematic exchange of ideas between persons at a distance, appeared to be a very necessary and real step in the direction of Imperial unification. There is no sort of question that in somewhat labouring this point Mr. Haldane did an important service to the Empire, and it is earnestly to be hoped that his strong arguments will not be lost sight of. The Inter-Colonial Conference which follows the Coronation will lose half its significance if there be no result in the way of what chemists call "continuating action," and such continuation can only be arrived at in this case by, as Mr. Haldane puts it, a future "policy of conference on a greatly extended scale."

Nothing is more symptomatic of the present relationship between the Colonies and the Mother Country than an occasional holding of a conference pregnant with great issues and productive, perhaps, of much temporary benefit in the way of increased friendliness and improved understanding. But that there can be no permanent good results from such intermittent, one may almost call them spasmodic, efforts is clearly shown by the condition in which the grave question of Imperial Defence is at the present moment. Only a few years ago the matter was closely gone into by a Commission in which the interests of the Colonies were supposed to have been fairly represented, and various decisions were arrived at which have since borne more or less fruit. And yet where are we now? Is not the matter of Imperial Defence not only one of the greatest of those which are to be submitted to the Inter-Colonial Conference, but also one of the most perplexed, and, further, one in which it is pretty clear that widely divergent views will be formulated by the different representatives.

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Of course it may be said that this is largely due to the war, but in reality the war has only called attention to the deficiencies of a system which is emphatically the result, not of a policy of conference on an extended scale, but of jerky, hasty, and inconclusive attempts to produce Imperial developments in a hurry.

What is wanted is the laying of a sure foundation at some such great and general conference as the one about to take place, and the preservation of harmony in the future Imperial structure by constant and organised exchange of ideas among all the workmen concerned. If that had been done in the years succeeding the meeting of the Colonial Defence Commission we may be quite sure that the present condition of perplexity, which cannot in any sense fairly be said to have arisen out of the war, would not exist, and the imperative necessity for a fresh starting point would not present itself. We should have been spared, too, the scores of amateur schemes which have been formulated by people who do not recognise the elementary fact that what is wanted in the first instance is not a scheme at all, but some sort of "least common multiple," or "greatest common measure," of uniformity which shall embrace the whole Empire, and enable its various representatives to begin talking on a common platform. If there had been a continuating policy of conference since 1862, when all the Colonies, especially the self-governing ones, began to organise local forces, we should by this time have arrived at any rate at a fairly clear understanding as to uniformity in the matter of training and armament. As it is we must look to the Inter-Colonial Conference of forty years later to make a fresh start, but it should also take steps to render any more "beginnings from the beginning" unnecessary for another century at least.

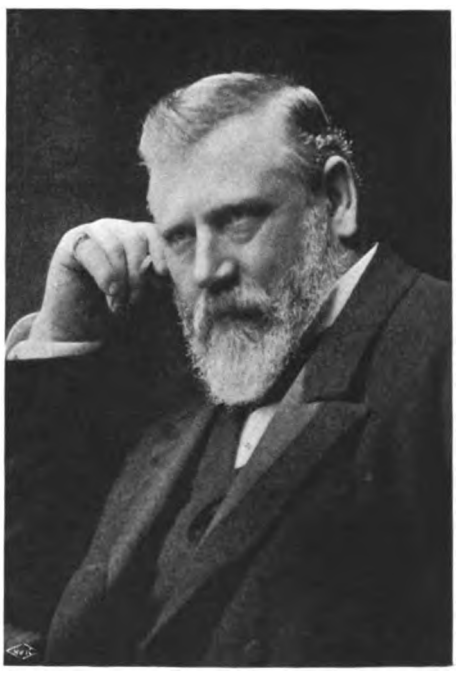
And has the Mother Country no responsibility in the matter? Indeed it has, and a very serious one, all the more serious because we are habitually prone to take such things far too lightly. As Mr. Haldane points out, there is an Imperial Defence Committee of the Cabinet, about which it is not surprising that we hear very little. But it is surprising that the visible fruits which this Committee ought to produce are so scanty, and it is only a partially satisfactory explanation that the Cabinet has so many other things to think about besides Imperial Defence.

THE PREMIER OF NEW ZEALAND.

FRANKNESS and vigour are probably the leading characteristics of our Colonial statesmen, and it would be difficult, perhaps, to find a franker and more vigorous personality than the genial and burly gentleman who at the Antipodes is habitually alluded to, *tout court*, as "Dick," but who, outside the lovely islands of which he is the chief political figure, looms large, and compels very solid respect, as the Right Honourable Richard J. Seddon, P.C. Mr. Seddon talks a good deal, and he takes good care to be heard, and at times one fancies that in his mind New Zealand has always a greater importance in relation to the Empire than the rest of the Empire put together. But such whole-souled men are Imperial pillars of great stability, and it is well that a Colonial Premier should have, if anything, slightly exaggerated notions regarding his own State and its place in Imperial Councils.

Of late Mr. Seddon has been giving us all a quantity of advice as to how we ought to act in regard to the future settlement of South Africa and such-like trifles, and though occasionally the Mother Country on the one hand, and South Africa on the other, may not altogether relish the tone adopted by this ever-ready monitor, there is no gainsaying the fact that he has a singular knack of hitting the right nail on the head. Nor can we ever forget that New Zealand, partly stimulated no doubt by Mr. Seddon's fiery patriotism, sent nine contingents to the war, and would if necessary have sent nine more, thereby unquestionably earning for itself and its Premier a right to speak with something more than ordinary freedom on Imperial affairs.

Mr. Seddon is understood to be bent upon a revision of the trade and tariff relations of the Empire, a question with which this journal is not directly concerned. But universal interest is attached to his proposition that the Colonies are able to supply all the foodstuffs which the Empire requires, and that we ought to take advantage of that fact and learn to be a self-sustaining Empire accordingly. As to Imperial Defence, he is strongly opposed to a paid standing Army for the Colonies, but he thinks that there ought to be a force ready for any emergency in any part of the Empire, and that the returned troopers from South Africa would form a splendid nucleus for such a force.



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THE RIGHT HON. R. J. SEDDON.

Representative of New Zealand at the Coronation

Undoubtedly Mr. Seddon must be regarded as a very serious factor in Imperial politics, not only because he is Mr. Seddon, and the Prime Minister of an important and flourishing Colony, but because he represents a somewhat new departure in Colonial history, the tendency, namely, not only to take a great and abiding interest in Imperial questions, but also to claim a distinct *locus standi* in regard to them. It is possible that all Mr. Seddon seeks to do will not be done, but it will not be for want of effective effort on his part, and it may well be that we shall learn not a little from his plain-spoken utterances. Again, such eminently thorough and sincere politicians are the very best safeguards against trouble in the shape of wavering counsels.

Mr. Seddon is fifty-seven years of age, a mechanical engineer by trade, and a Lancashire man by birth. He emigrated at eighteen, entered the New Zealand Parliament at thirty-four, and came over to England at the time of the Jubilee.

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THE PREMIER OF NEW ZEALAND'S HOME.

Mr. Seddon's House in Molesworth Street, Wellington.

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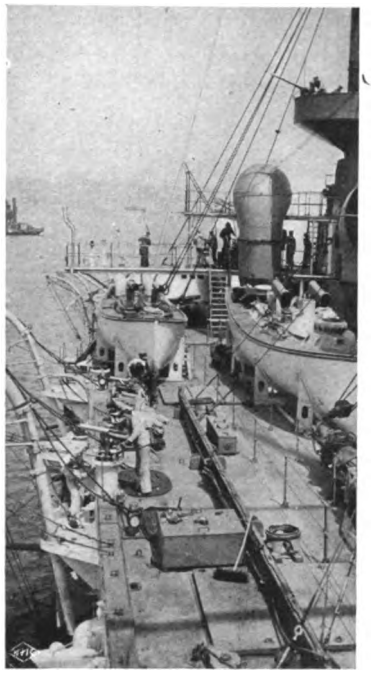
OUR NEW FELLOW-SUBJECTS.



PREPARING FOR SEA.

GERMAN ARTILLERY IN CHINA.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie

BY

David Hannay.

I WISH to say a few more words on the question of the use of convoy as a means of protection for our Fleet in war. The text shall be taken from a pamphlet on "The Mercantile Marine in War-time," published in the *Shipping Gazette* Library. My concern is not with the author's main subject, but with what he says about the matter in hand. He has plans of his own to suggest, of which all that need be said here is that it would require years to carry them out; but they would cost so much money, that there would be some considerable danger that in the interval our Merchant Navy would cease to be a source of gain to the nation, and become a cause of loss to the taxpayer. But I leave that aside and come to his remarks on convoy. The writer, by the way, clears the ground for his own proposal by making short work of the Navy's claim to be able to protect our trade. He will not have it that blockade can be effectual, and has no confidence in patrols, while, as for convoy, he disposes of it as follows: "Convoy, indeed, was in the past, and will be in the future, all very well provided certain conditions be observed. The observance of those conditions becomes, however, more and more difficult as the years roll on. Firstly, it is necessary that the convoying vessels shall be in adequate force. Secondly, it is very important that the force to be convoyed shall not be excessively numerous. Thirdly, it is almost imperative that the convoyed vessels shall be of much the same speed; and, of course, that speed must not exceed the speed of the men-of-war in charge."

* * * *

Of these clauses the third may be most conveniently considered first. The writer says truly that merchant captains would slip out of the convoy when near port to gain the market. No doubt, and that is why it will be necessary to have an Act of Parliament making such conduct punishable. As for what he says of their inclination to bolt when threatened by an enemy, the answer is, that if the hostile force is very superior, the plain duty of the officer in charge is to order the merchant ships to save themselves, and then make the longest fight he can to hold back the pursuers. It was, and must be, the established rule that a convoy officer does his duty if he gives the merchant ships time to get off, even if he sacrifices every one of his own squadron in the process. Nobody will maintain that convoy is an absolute security. There is and can be no such thing. We can only approximate to a complete defence. Of course convoys have been taken. The writer quotes the case of Tourville's attack on Rooke, when, by the way, the majority of the merchant ships got off, thanks mainly to the very tough fighting of our allies the Dutch. He might have cited Moutray's convoy, taken bodily by the Franco-Spaniards in the American War, the Newfoundland convoy, under charge of Troubridge, captured by Nielly in the First of June campaign, and the Dutch from Lisbon captured by Villaret Joyeuse in the same operation. Many of the Newfoundland ships were retaken by Montagu, and the Dutch were largely recovered by Howe. These alternations of loss and gain, capture and recapture are of the very essence of Naval warfare. The question is, what would have happened if there had been no protecting force with our merchant ships? We know what the consequence of that was from Pellew's experience in the Bay of Bengal. So long as the East India Company's ships would insist on going alone, they were snapped up one after another. When they submitted to convoy they went safely.

* * * *

The first and second of these clauses have the not very dignified advantage of being so loosely worded, and the thought behind them is so confused, that they are difficult to answer. For instance, what is meant by "an adequate force"? There is no positive and constant adequate. Troubridge would have been able to beat off a French frigate or half-a-dozen privateer luggers, but could not resist Nielly's six of the line. Montagu could have tackled Nielly, since he also had six of the line, and would in his turn have been helpless against the twenty-six liners of Villaret Joyeuse. In all war the smaller force must yield to the larger. When your opponent is strong and enterprising you must lay your account with receiving blows here and again there. All you can do is to provide for the average and look to win on the whole. The question again is—given that we must protect our trade, is not convoy the nearest approach to a complete defence we can get? It is no answer to reply that it has failed on isolated occasions. The whole history must be surveyed, and it shows beyond all peradventure, that while convoy has not saved us from all loss, it reduced our losses to the attainable minimum.

* * * *

Here, again, is an example of what seems to me confusion of thought. The author says, "Sound strategy dictates that the full strength of the fighting fleet shall, so far as possible, be employed for the purpose of seeking out and destroying the fighting ships of the enemy; and it is perfectly certain that no sane British administration will ever permit any considerable part of its efficient fighting fleet to be told off in charge of convoys so long as a large force of the enemy remains undefeated or insecurely confined to port." The "so far as possible" and "any considerable part" are beautiful instances of the qualifying phrases which take all the substantial meaning out of a sentence and leave it a mere shell. What is possible? What constitutes an impossibility? To my mind the impossible of impossibles is that this country, which lives by trade, should omit any precaution. If it has to choose between convoy and blockade, it must take the first and neglect the second, as we did in the American War. We have no choice, because it would be of no use to us to blockade Brest, Toulon, and Port Arthur if, in the meantime, our commerce is destroyed. To make it a peremptory rule that our whole Fleet is to watch an enemy's ports while the bulk of his remains in them, is simply to give him a sure means of achieving our ruin. He has only to keep two-thirds of his fleet half manned and idle in harbour, economising his fuel, while the remaining third is destroying our commerce. It is the mere midsummer madness of Naval strategy. Of course we are "to seek out and destroy the fighting ships of the enemy," and that is why, when a squadron

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of them is at sea on the trade routes, no sane administration would dream of keeping the whole British Fleet tied down to blockade. The question is whether it is best to let our ships go as they please, at the risk of running by the hundred into the very jaws of the commerce-destroying squadron, while we hunt for the foe on the surface of the ocean, or to send our merchant vessels in blocks, with a guard which can force the enemy to fight for his prize, and at least secure time for escape.

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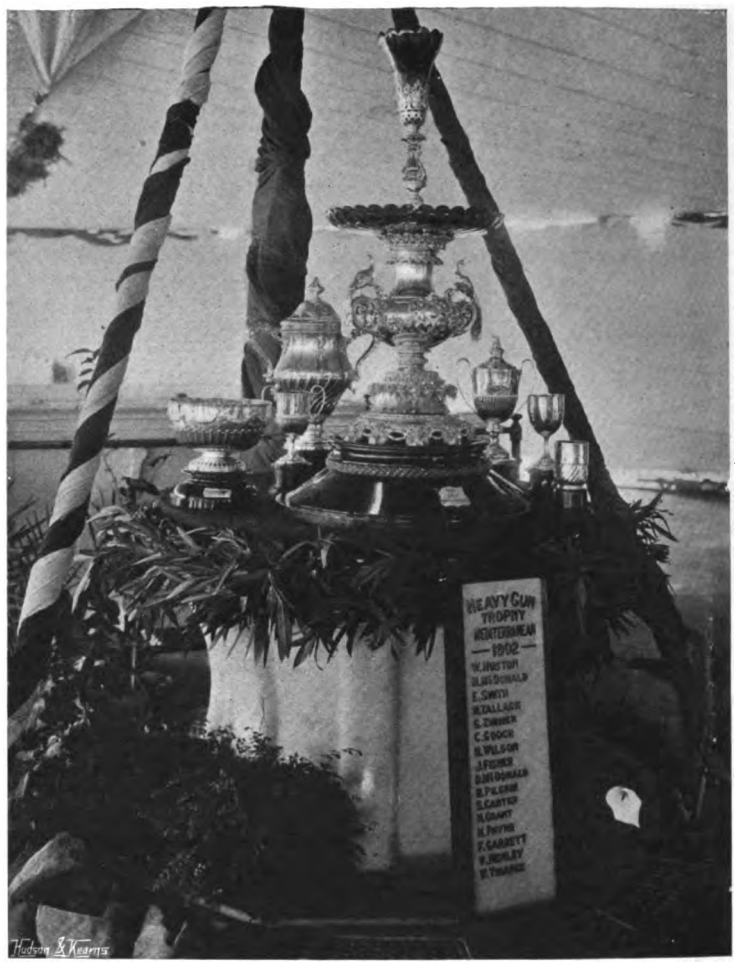
Nothing is more exasperating than to be told that the number of vessels in a convoy must not be excessive, unless it be the other statement that convoy is of no use for "the rank and file of the mercantile marine." It is precisely for the rank and file and not for the exceptionally swift and strong that the guard is needed. And what is "excessive?" A vague term of this kind tells us nothing. It must be allowed that, given the great number of vessels engaged in commerce, and the demand of innumerable industries on shore for a constant supply, the task of forming convoys so as to secure a steady flow of imports and exports will be one of extreme difficulty. But that is a reason for looking at it all round and carefully beforehand, and also a reason why nothing is more completely useless than vague generalities. The preliminary to any proper treatment of the subject is to settle in our own minds which course we mean to follow, and that being done, then work our method out in detail. As it is, what we get are just generalities and numbers in the lump. Sir G. Hornby thought that 180 cruisers would be enough; Sir E. Fremantle has decided for 300. But how can we tell what is enough till we know how they are to be used? My own opinion is that what would be enough for convoy would be the tenth part or so of what would be needed for patrol, and that the ten times as much is more than we can afford, or could provide with officers, artificers, trained bluejackets, and marines if we had it

"PRO GLORIA—QUID."

OUR limited knowledge of Latin does not allow of any translation of the above motto. Somehow we seem to know something about "quids," and "Pro Gloria" must mean something or other about glory. The fact that the "Royal Sovereign" has covered herself with glory perhaps explains the motto sufficiently.

Seriously, however, the "Royal Sovereign" has won a few cups, and she is to be congratulated thereon. Our picture gives a record of the trophies, and it includes the story of the "Royal Sovereign's" prowess. Let us see what she has won. In the first place we have the "Barfleur" Cup, a competition among officers at revolver shooting. Then we have the Malta Challenge Cup, a more personal matter, and won by Mr. Raven. Then we have the "Illustrious" Cup, a race for fourteen-oared cutters, which fell to the lot of the "Royal Sovereign"; and the ship excelled also in boxing, in which an A.B. won the Feather-weight Championship, and also in the Obstacle Race, which was carried off by Cecil Webb, an A.B. belonging to the same ship. There are other trophies; and altogether the "Royal Sovereign" has, as we have said, done well.

After all, however, her record is only typical of that of many other British ships. She happens to have been lucky in having good shots and a good boxer, but her score is really indicative of the spirit of sport which pervades the British Navy. For the "Royal Sovereign" could not have won if there had not been competitors, and competition is of the essence of sport. Wherever the Navy is, there is always a certain amount of friendly rivalry between ship and ship, and it is a matter of notoriety that on the Mediterranean station this rivalry is exceedingly keen. It works towards efficiency, and this means a good deal with the fleet, which is practically the most efficient squadron maintained by the British Empire. Everyone recognises that the Mediterranean Squadron is the most valuable one of the nation, and the trophies won by the "Royal Sovereign" are all the more worthy of winning. Do not let us forget Sir John Fisher's cup for firing at a target with heavy guns. The "Royal Sovereign" has won it on the first occasion on which it has been competed for, and will therefore leave her record on the station.



THE "ROYAL SOVEREIGN'S" TROPHIES.

The reward of prowess.

Photos. Copyright. *Ellis.*

WINNERS OF THE HEAVY GUN TROPHY—FIRST YEAR.

Reading from left to right the names are—Back row: Sergeant W. Triance, H. Wilson, M. McDonald, W. Huston, E. Smith, C. Gooch, and Corporal W Henley. Middle row: F. Garrett, D. McDonald, H. Payne, Mr. Raven (gunner), Lieutenant McClintock, C. Zimmer, J Fisher, and S Carter. Front row: H. Grant, M Tallack, H. Pilgrim, and — Northcott.

There is, however—or there ought to be—a good deal of competition in regard to the target practice of heavy guns, and the "Royal Sovereign" was somewhat handicapped when opposed to the more modern guns of some of the ships on the station. It is, therefore, the more creditable to her that she won the cup. That her record has been in every way excellent must be due to a good deal of hard work and hard training, for prizes are not to be won by sitting down and letting the wind blow you along.

It is the keen spirit of competition which does so much good to the Navy, and which keeps alive a friendly antagonism between ship and ship. Let us have this competition by all means. And we shall have it as long as ships win trophies and the winners are proud of them—in other words, as long as human nature is the heritage of humanity.

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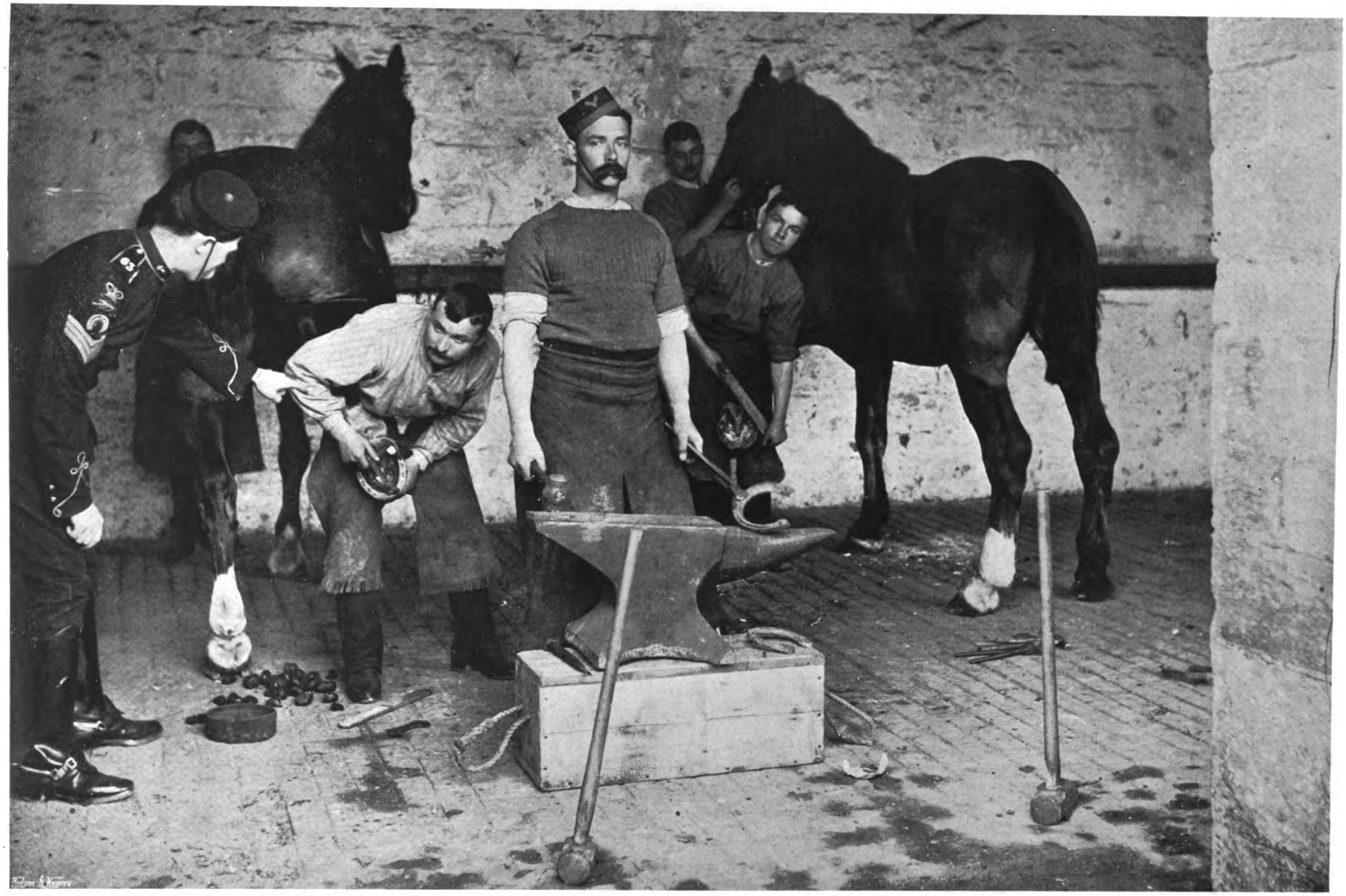
ARMY ARTIFICERS.



Photos. Copyright. *Elliott & Fry.*

SHOEING-SMITHS AT WORK.

Military mobility is a fine sounding term, but it is a mighty troublesome thing to arrive at, if only because it depends on so many other things, among which apparent trifles, such as cast shoes, are apt to be overlooked by lay critics. The British Army takes no risks in such matters, and the establishment of shoeing-smiths, although generally pretty hard-worked, meets all requirements. Here we see them at their useful duties, the central figure being a man of brawn, whom the "Village Blacksmith" himself would be proud to acknowledge as a fellow-worker.

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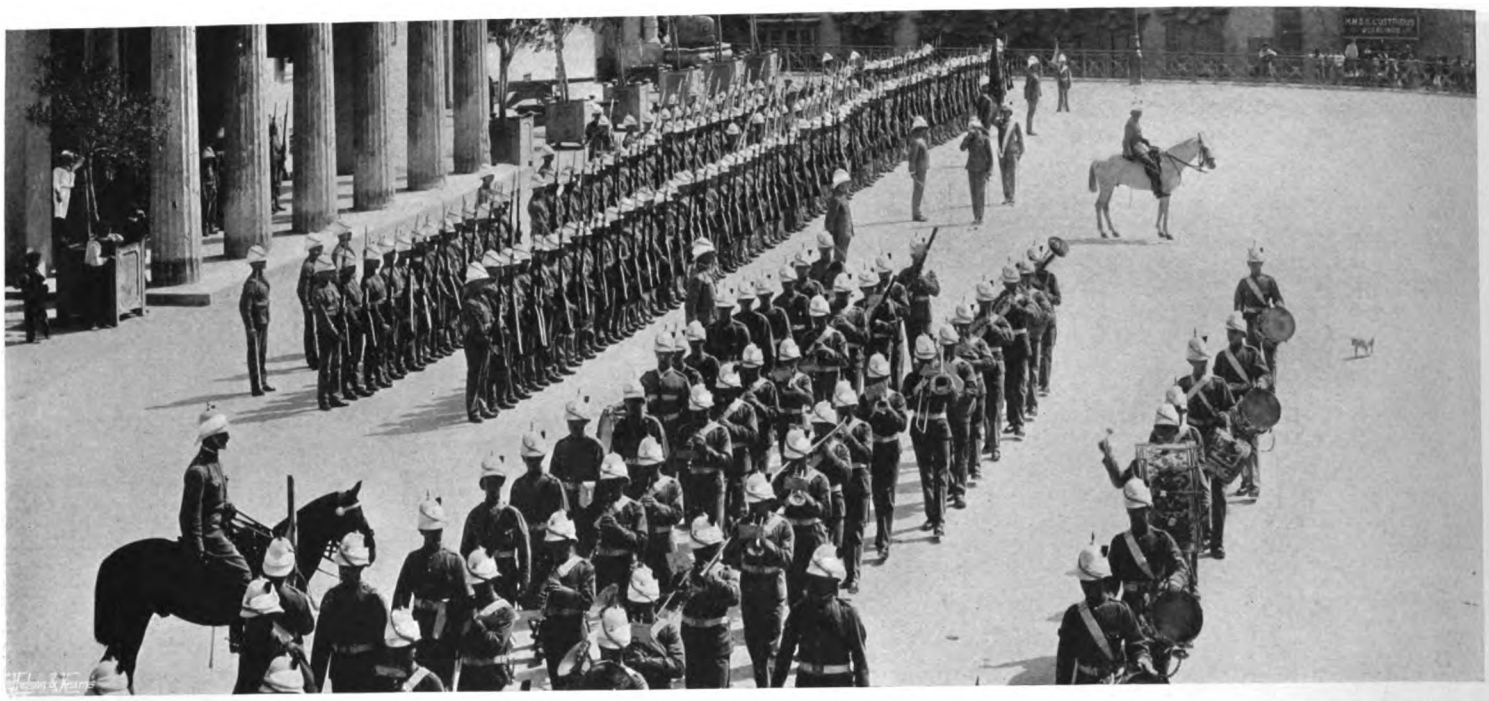
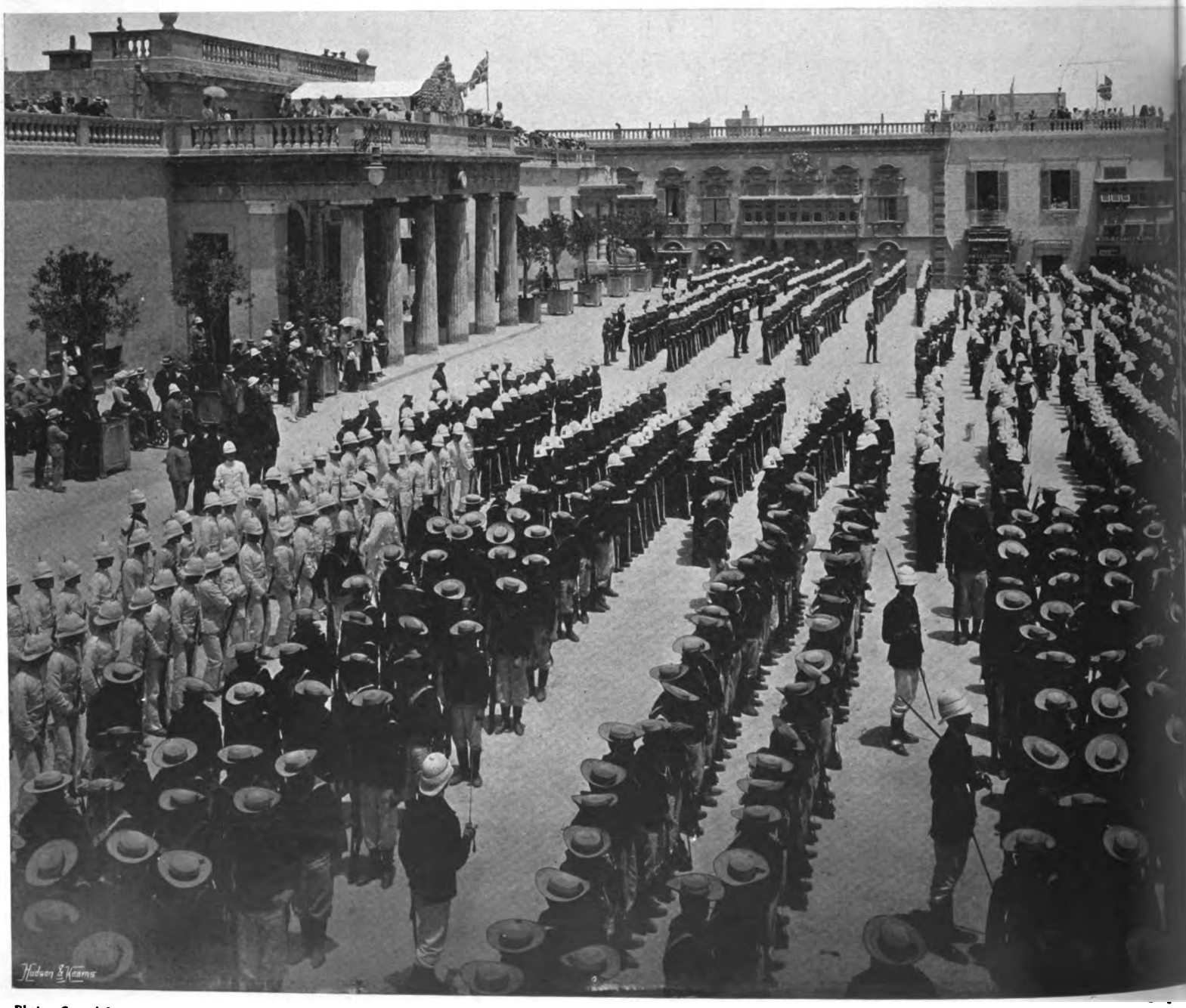
THE NEWS OF PEACE



TROOPING THE COLOUR.

Men of the Lancashire Fusiliers in the Palace Square at Malta.



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THE PALACE SQUARE AT MALTA

Sir Francis Grenfell, the Governor, announced the signing of the peace terms to the Troops and Bluejackets, who received the news with cheers.

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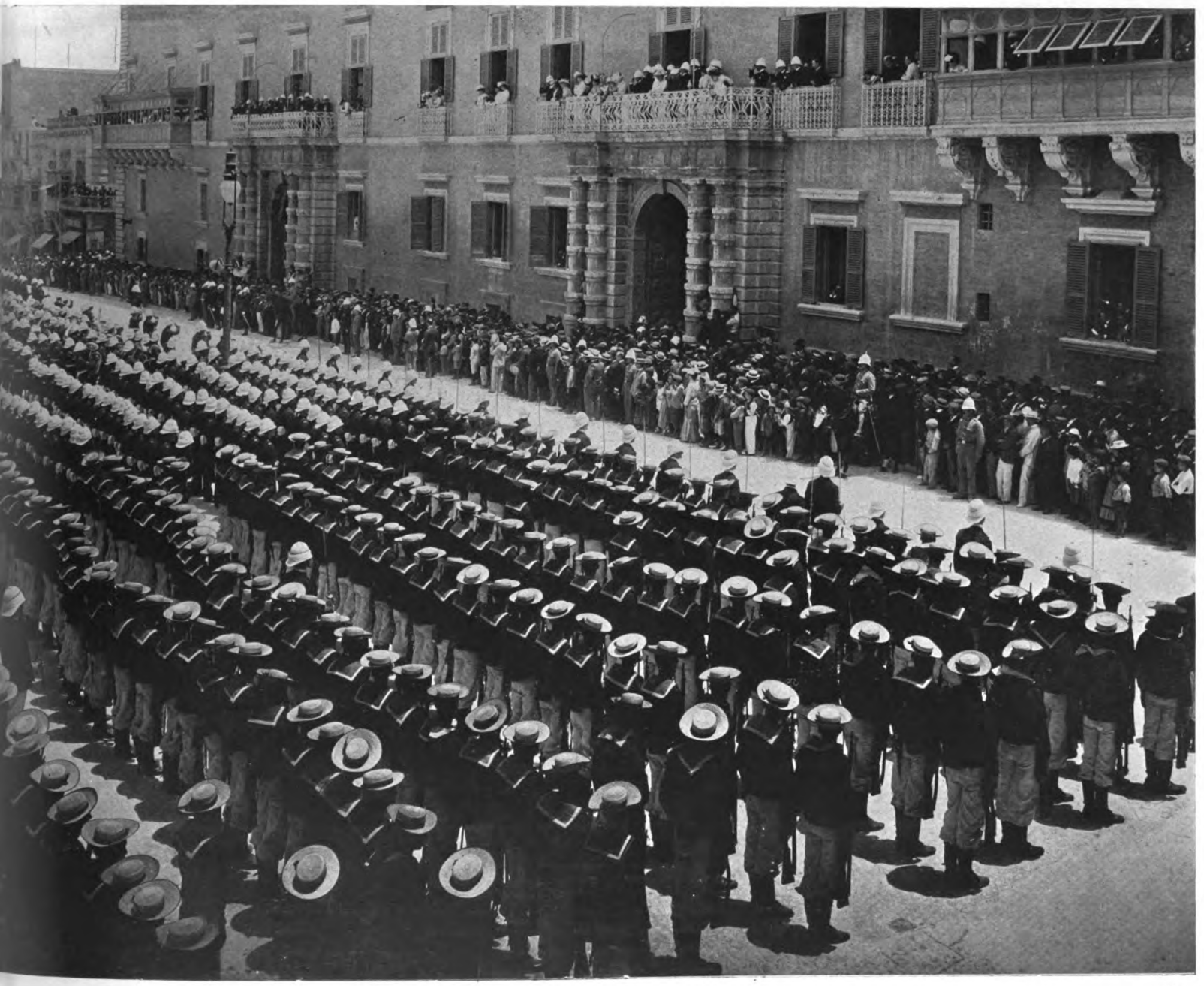
RECEIVED IN MALTA.

BLUEJACKETS CHEERING.

Men of the Mediterranean Squadron in the Palace Square at Malta.



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ON PEACE DAY.

Admiral Sir John Fisher and his staff, Sir Joseph Carbone, the Chief Justice, and all the members of the Executive Council were present.

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"AS SMART AS PAINT."

Photo. Copyright *Gregory.*

JACK OF ALL TRADES,

And master of a good many, too, among which painting must surely be included, for Jack is a famous hand with the paint-brush, and takes a genuine pride in his proficiency with that important weapon. Paint is a serious item in the British Navy—as First Lieutenants know to their cost—but in this case it does not, like Charity, "cover a multitude of sins." Rather is it used to lend a finishing touch to that smartness born of real efficiency which is, and always has been, and always will be, the leading characteristic of the British war-ship.

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MEN WHO HELPED TO BRING ABOUT PEACE.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

MUCH of interest has recently been published regarding both the Yeomanry and the Volunteers, and all are agreed that it is but meet and right that these branches of the Auxiliary Forces—or rather, as it should now be put, of the Imperial Forces—should be characteristically represented in the Mall during His Majesty's Coronation Procession on June 27. The desire to be on duty on the historic occasion was strong in all. In London many men were excessively, but naturally, anxious to be selected for the detachment to be furnished by their regiment; yet they were evidently no mere sightseers, glad of an opportunity to obtain a good view of the pageant, for a large proportion had made arrangements to leave town, and otherwise utilise the general holiday, in the event of their not being picked for the special section. The provincial battalions each furnish a small contingent of about twenty rank and file with two officers, and the rivalry to be numbered amongst the fortunate few has been keen in nearly every corps. In many cases the officers available drew lots for the privilege of attending, while in others the option of being present was afforded by seniority; and scores of non-commissioned officers were prepared to give up their stripes in order to be able to take a place in the ranks. But to return to the regulations recently promulgated. There is, first, the amended scheme, which, after approval by the King in Council, will be substituted for the scheme contained in the famous Order in Council of November 4 last year. It is now, of course, almost universally known that these new regulations are decidedly more stringent, both as regards the individual Volunteer and the corps to which he belongs, than those previously laid down. No one can yet have forgotten the agitation which followed the first issue of rules imposing greater exactions on men and battalions. It will, nevertheless, be remembered that the opposition was chiefly confined to metropolitan corps, and especially to those generally regarded as "crack," and the opposition was also mostly directed against the regulation which rendered attendance at camp obligatory. It is not surprising, on the whole, when the financial aspect is considered, that commanding officers grew alarmed at the prospect of wholesale resignations and a paucity of recruits. The scheme, however, now affords a clear loophole for escape; for when the situation and circumstances of any Volunteer corps are such as to truly create serious obstacles to the fulfilment of the requirements for efficiency, the Secretary of State will have power to dispense with such requirements as he deems fit, or to substitute equivalent conditions of efficiency. This is most distinctly a saving clause, and if reasonably administered, as there is every prospect that it will be, there is little left at which any Volunteer whose heart is in his work need grumble.

Then almost immediately afterwards regulations setting forth the conditions of service in the special service section of the Volunteer Force, established by the Volunteer Act of 1902, were published in Army Orders. By these regulations it is enacted that the Volunteers in the special service section engage to serve in case of emergency when required, for a period not exceeding one month, in the fortress, defences, or coast district specified in their agreement; but, although they may at any time terminate their agreement by giving three months' notice, there is a proviso that they may be requisitioned to complete their period of special service if called out before the expiration of the notice. It is also agreed that an annual grant of twenty shillings, half of which may be paid to the man himself, will be drawn by the corps for each such member, in addition to the ordinary grant for efficiency. As regards these regulations sufficient time has not yet elapsed to gauge the general feeling of the force in London, much less in the country, but on the whole the arrangement seems satisfactory. To a certain extent a defect occasionally alleged is removed, or, at any rate, very greatly lessened, for no longer can it be said that the Government does not possess any real hold on the services of the Volunteers. It is, of course, not impossible that the earnest advocates of conscription will assert that all measures on the lines of those under consideration fall short of what is necessary; but even they would have to acknowledge that the step is taken in the right direction. Fear has sometimes been expressed that some feeling akin to jealousy, or some tendency towards separation of the special from what may be termed the ordinary Volunteers, will inevitably result. Such is certainly possible, but the ability of the average citizen soldier to recognise the different circumstances under which his comrades live in civil life ought to reduce to a minimum any chance of evil, or disagreeable consequences from this cause.

The return of Active Service Companies from South Africa has lately been a frequent and pleasant occurrence. Throughout the country they have been welcomed with enthusiasm, and rightly so, for amongst the many unexpected events of the late campaign, none perhaps was so unforeseen as the large extent to which the Yeomanry and Volunteers would be employed at the seat of war. The employment of the former was, perhaps, a greater surprise even than that of the latter, for not so very long ago some zealous would-be reformers had not hesitated to advise the total extinction of our Yeomanry Cavalry. But the war has changed such opinions, and both branches must henceforth be regarded as an integral portion of the Army. Three years ago it was, not perhaps altogether unreasonably, thought that the chance of any Yeoman or Volunteer as such ever seeing a shot fired in earnest was so remote as to be practically negligible. But now the South African medal is extensively seen on the breast of each. A special meed of gratitude is due to those who at a critical moment sacrificed their own convenience, and in many cases their prospects, in order to go to the front. And amongst the many interesting arrivals of Volunteer Active Service Companies one of the most agreeable was when the transport "Lake Erie" reached Southampton. The troops on board had not heard of the conclusion of Peace until the pilot boarded the vessel in the Solent.

No "lesson of the war" has been more thoroughly forced

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home than the absolute necessity of a high standard of marksmanship in a soldier. The wonderful scores made by Volunteers at important rifle-meetings led many people for years to look upon the shooting of the force at large as something phenomenal. As a matter of fact, it is now generally known that, in spite of the extraordinary skill of some few members, the average shooting proficiency was lamentably poor. Certainly, efforts are being made to remedy this, but the range difficulty is not always easily overcome. At present the available ranges are few and far between. Many of the leading and most successful corps have been unable to reach a desirable proficiency with the rifle, for the simple reason that it was impossible to acquire ranges within easy accessible distance either from their headquarters or from the men's homes. This difficulty is naturally most largely experienced by corps the members of which live in London or the great manufacturing towns in the North and Midlands. The question of expense prohibits any ordinarily financed battalion from entertaining the idea of acquiring suitable ranges, but it has been not unreasonably suggested that if the Government would devote to this purpose—of course with the authority of Parliament—the cost of one week of the war, the difficulty would to a great extent be removed, and a very decided step taken towards still further increasing the value of the existing Volunteer Force.

The inspection season has begun, and though little or no change could be looked for in the case of battalions which underwent the ordeal within a week of the issue of "Infantry Training, 1902," many officers are pondering upon what is likely to be really asked of those corps the inspection of which is fixed for a late date in the year. For auxiliary battalions it is very definitely pronounced that a few movements in lines of columns, preparatory to a tactical exercise, will be a sufficient test of drill. Some correspondents have, therefore, not hesitated to joyfully affirm that the old-fashioned "march past" has at last disappeared, and that the time and effort devoted to practising it can now be spent in more useful training in up-to-date battle formations. It may be pointed out, nevertheless, that "Infantry Training" contains some forty odd pages on ceremonial, and though the movements of Volunteer battalions under this heading are restricted to two, those two happen to be marching past and advancing in review order. It can, therefore, hardly be deemed accurate to state that the march past has altogether disappeared. Without in any way attempting to justify its retention in Volunteer inspections, the space at the disposal of the troops, at any rate in the London parks, is so limited, that it is hard to imagine that the stereotyped opening routine of the annual inspection will generally be greatly altered. In the case of battalions inspected in camp the circumstances are completely changed, and there is no doubt that the test can easily be made a much more searching one. Recently the Yeomanry inspections appear to have been conducted on right lines. For instance, this month the inspection of the Yorkshire Dragoons was spread over two days, on one of which the regiment was practically tested in outpost duty. It will not be out of place to here mention that in this particular instance the work was really well executed, and that the inspecting officer was especially pleased with the intelligent replies he received from all ranks, and with the good knowledge evinced by the men. Two days were similarly devoted to the inspection of the Lincolnshire Yeomanry. Skirmishing, the fitting of saddlery, and other non-ceremonial work occupied the first day, and a tactical exercise scheme was carried out on the succeeding day.

This article commenced by referring to the representation of Yeomanry and Volunteers at the Coronation Procession, and in conclusion a word may be said regarding the large number in both branches who are not detailed for the special detachment of their corps. In almost every town a properly organised military display would be an appropriate manner of celebrating the occasion. In Leeds it is understood that the various Regular and Auxiliary Corps in the city are to parade as strong as possible, and attend divine service on Coronation Day, and it is possible that a similar desirable celebration will take place very generally throughout the country.

SOME OF OUR HOME DEFENDERS.

THE fact that the Yeomanry has proved itself equal to any troops in the conditions of the late campaign needs no further demonstration. And of the officers shown in our picture, several wear the South African medal. All have the look of smart, well-set-up men, who are prepared to go through the arduous duties of the field. Some of them have done so, and it is just these men that the nation wants. We cannot afford to let them go out of harness. We need old soldiers to strengthen the line, and the men who have seen service in the East Kent Yeomanry are certainly not likely to slip away. They will be to the front when wanted, they know their work, and have loved it, and they are eager for any fray that may make its demands on the regiment.

Photo. Copyright. *Lambert and Butler.*

OFFICERS OF THE EAST KENT YEOMANRY.

Reading from right to left the names are—Back row: F. Dilmas, Lieutenant Style, Lord Teynham, Captain Chateris, Colonel Frewen, Lieutenant Winch, and Lieutenant Moorhead. Middle row: Major Lafone, Major Morland, Colonel Lord Harris (commanding), Lord Chesham, Lieutenant Howard, Earl of Guilford, and Baron de Tessier. Front row: Lieutenant French Blake, Lieutenant de la Rece, Lieutenant Bricknell, Lieutenant G. Winch, and Lieutenant Cobb.

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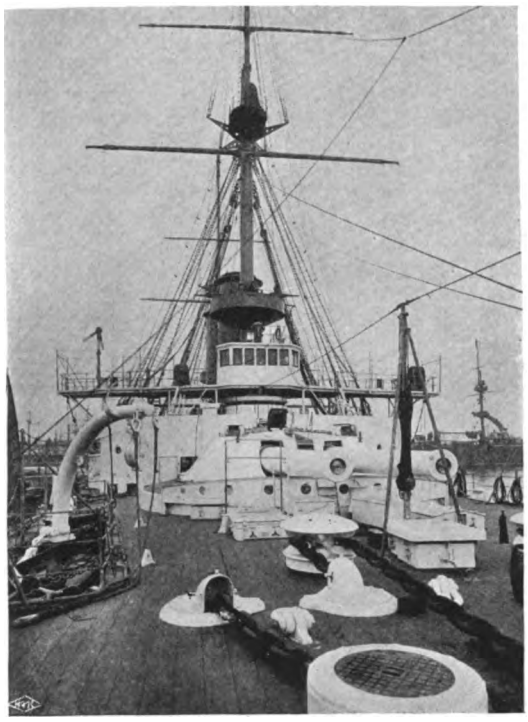

THE FO'CSTLE OF THE "LONDON."

PORTSMOUTH HARBOUR.

THE SEA-POWER OF THE NATIONS.

A RECORD OF POLICY AND PROGRESS FROM WEEK TO WEEK.

By JOHN LEYLAND.

THE present Parliamentary Secretary of the Admiralty made the truthful remark in the House of Commons last February that the British Navy has two classes of enemies—those who describe it as all wrong, rotten, and untrustworthy, and those who complacently say that the Navy is all right, and that we need not trouble our heads about it. There are also those who forget that its strength is merely relative. What we may say with certainty is that a great work yet lies before those who are responsible for our Naval security, some points concerning which may be dealt with here. We are now far away from the day when the *Times* could belaud a reduction of the Navy Estimates at a period in which the state of the Navy was deplorable. We have trebled our Naval expenditure since the dark year 1884, while our expenditure on Naval material, including docks, dockyards, Naval barracks, etc., has increased five-fold. In that year our Naval personnel was 57,000; to-day it is over 122,000, and the cost of maintenance has more than doubled. We have kept up the two-Power standard laid down for us, perhaps even with some margin of safety, and so far as an immediate counting of ships can be valuable, we have reason to be content with the result of our outlay. It is when we look to the future, and take account of some new grouping of Powers, that misgiving may arise. We could not easily contemplate an alliance which within a few years might array Germany and the United States against us, or bring Germany into line with France. Yet we must not forget the passionate sympathy of the Continent, and mostly of Germany, with the Boers during the war, nor the torrent of virulent abuse poured upon us, arising chiefly out of envy of our strength at sea, and of our world dominion. That hatred is, perhaps, not difficult to understand. The conditions of territorial possession and of land war are distinct from those which rule hostilities at sea. For a Power like our own the world has but one ocean, and the ultimate control of it must be ours. We cannot share the waters with other States; there can be no absolute balance of power at sea. Let us not wonder, then, if many are those who look for the day when they can take up the cry of Treitschke, "Britannia delenda est!" The movement against us is not, indeed, altogether calculated, purposed, and intended; it partakes more of the unconscious tendency of a people, but it is a movement that bends all to its ends, and its exponents are amongst the most vigorous thinkers in Germany.

In all this there is nothing immediately alarming. The circumstances are adduced here merely to show how strong and sustained must be our efforts towards sufficiency and efficiency, and to suggest how true it is that in all Naval affairs progress is only relative. Happily we possess a Board of Admiralty which seems resolved to advance along the path of readiness and reform, and to make changes in more directions than one. Credit is certainly due for the strength with which outside clamour has been resisted in certain directions. Every year that passes brings proof still more demonstrable that a modern battle-ship far exceeds in value an old one, and the Admiralty has wisely resisted the demand often made that our antiquated ships should be rearmed and reconstructed. Moreover, it costs practically as much to man an old ship as a new one. If the Admiralty had been more thorough in the policy of refusing to spend money on old vessels there would have been less to regret. The "Dreadnought" is now to be fitted at Chatham for service as tender to the torpedo school-ship "Defiance," at a cost of £5,000. That may be a wise measure, and a necessary one, but why was the sum of £10,636 spent upon the useless old vessel—armed with muzzle-loaders—in 1895, and why a further sum of £99,521 between 1898 and 1900? That is quite a different matter from the sound step now being taken in providing casemate protection for the imperfectly protected guns in the comparatively new ships of the "Royal Sovereign" class, and in improving the armament of the "Barfleur," "Centurion," "Powerful," "Terrible," and the thirteen ships of the "Arrogant" and "Talbot" classes.

This is certainly a time when questioning is necessary. Apparently the struggle between the gun and the plate, which has so profoundly affected Naval construction in the past, is beginning again in an acute form, and even the partial rearmament of some of our later ships may become imperative, while the armouring of some of the ships in hand will have to be reconsidered. We have lately heard it suggested that the 12-in. gun is a mistake, and that our battle-ships should be crowded with 6-in. quick-firers. A writer in the "Proceedings of the Naval Institute of the United States" proposes, on the other hand, a heavy armament of six 13-in. guns in two barbettes, six 10-in. guns in two other barbettes, one on each beam, and six 5-in. quick-firers on each broadside. When such divergent views are expressed as to Naval construction, the plain man will conclude that the best, and indeed the only policy, is to trust to those who are really expert and responsible, constantly seeing to it that their vigilance is no wise diminished. The arrears in ship-building have been investigated by the committee, and though they are in some degree explained and attributed to many complex causes, there still remains the feeling that there was want of due foresight. At the present time we have in course of construction or completion 13 battle-ships, 22 armoured cruisers, 2 second-class cruisers, 2 third-class cruisers, several sloops, 2 auxiliary vessels, 10 destroyers, and other torpedo craft—truly, a goodly array.

Never were sounder words used than those of Lord Selborne when he said, in regard to construction, that the thing that mattered was not the precise date at which ships were begun, but that at which they were completed and ready for commission. He doubtless meant the period that elapsed between the voting of the money and the hoisting of the pennant. The hull, engines, guns, and armour must all be timed for delivery so that the progress of the ship to completion is never delayed. Moreover, the completed ship is not a net addition to the strength of the Navy until the personnel is there, trained and ready to man her, and so the personnel must increase *pari passu* with the matériel. These are brave things to say, and if the Admiralty will act thus it will deserve well of the country. Alas! the fire at Chatham, the destruction of plans, and the necessity of reconsidering protection, may throw obstacles in the way. Not less than five battle-ships, seven armoured cruisers, and six smaller vessels are promised for completion during the financial year, and if these are in fact completed and officers and men provided, then indeed we may say "Well done!"

The supply and training of officers and men is a still more important matter now demanding weighty consideration from the Admiralty. The dearth of lieutenants, for example,

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in some of the ships—to mention but one point—has presented a real danger. We are too much accustomed to think of the hulls and machinery of ships alone, and to forget how their very perfection as instruments of war throws increasing strain upon those responsible for handling them and directing their offensive power. The isolated gun positions, for instance, and the rapidity with which ranges vary in these days of rapid steaming, require the presence in each of them of fully trained and efficient officers and men. It may be seriously questioned if there is everywhere sufficient practice in distance judging, for very grave doubt exists as to whether in action the range could be passed down with certainty from the bridge or conning-tower. Lord Selborne has never hesitated to declare that good gunnery is more important than anything else, and happily emulation in that matter is keen in His Majesty's ships. Our seamen, he has said, must be able to shoot straight at long as well as at medium ranges; they must be able to make hits with the guns trained in any direction, and, above all, they must never become fair-weather gunners. "Gunnery, gunnery, gunnery!" he said. All experience shows how beneficial is the result of sound training, and how essential it is to select gunners, since not every man can see straight or lay a gun straight. The "Terrible" has shown what can be done with good training. The "Barfleur," "Ocean," and "Mars" have made fine records, and so have other ships. Progress has undoubtedly been made, and results are now much better than they were six years since, but still the advance is slow, and, as appears by the latest prize-firing return, uncertain. Evidently Lord Selborne's hopes have yet to be realised. Nor must we build too much upon prize-firing returns, for they generally record fair-weather firing, at a known range, with one gun only firing at the same time. What will it be in war, with shells bursting, men falling, and the noise as of a thousand anvils in every man's ears?

These remarks have been made to suggest how very difficult and complex are all matters relating to Naval efficiency, and to indicate that the personal elements are even more important than the material. When next, on this page, we turn to the British Navy, it will be to describe in some detail how, in material respects, we stand at the time of writing.

A TRIO OF FLAG-SHIPS.

THIS is really a remarkable as well as impressive picture, for not often in the ordinary routine of the Royal Navy are to be seen three flag-ships in such close juxtaposition as in this case. The ships in question are the "Bulwark," the flag-ship of Admiral Sir Compton E. Domvile, who has just taken over command of the Mediterranean Squadron; the "Renown," which is carrying away the late Commander-in-Chief, Sir John Fisher; and in the background, with other ships of the squadron, the "Ramillies," in which is flown the flag of Rear-Admiral Watson, who is Sir Compton Domvile's Second-in-Command.

The departure of a Naval Commander-in-Chief must always be an occasion inspiring a good many grave reflections, and this is particularly the case where such a command as that of the Mediterranean, and such a highly-distinguished and respected officer as Sir John Fisher, are concerned. Even to the lay mind the Mediterranean always appeals most forcibly, if not as "an English lake," at any rate as an ocean in which Great Britain's interests are most strongly, one may even say indissolubly, bound up. Even the mere "man in the street" knows that if this country were at war with any great Continental Power, the chances are that the first serious blow would be struck in the Mediterranean, and, even in the troubles which have arisen between us and extra-Continental nations, our Naval supremacy in this great sea has helped us incalculably by rendering it possible for us to accelerate our reinforcements by methods such as might be risky for a country less advantageously situated. What Malta and the Mediterranean Squadron mean to us cannot be gauged by mere words. It can only be guessed at by the light of potentialities into which it is not desirable to enquire too curiously at a time when the immediate outlook is so peaceful.

It is well, then, that the departure of an ex-Naval Commander-in-Chief from Malta, and the accession to power—very real and significant power it is—of his successor should be signalised by an impressive gathering of Britain's war-ships in those waters. Here, of course, is represented only a portion of our Naval strength in the Mediterranean, but the spectacle, nevertheless, is one which is calculated to inspire feelings of British pride. In the minds both of Sir John Fisher and of Sir Compton Domvile the scene will not readily fade, and there is not a British reader of this paper for whom it has not a certain, if less personal and professional, interest.

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THE CHANGE OF COMMAND IN THE MEDITERRANEAN.

Malta Harbour, with the flag-ships of Sir Compton Domvile, Sir John Fisher, and Rear-Admiral Watson.

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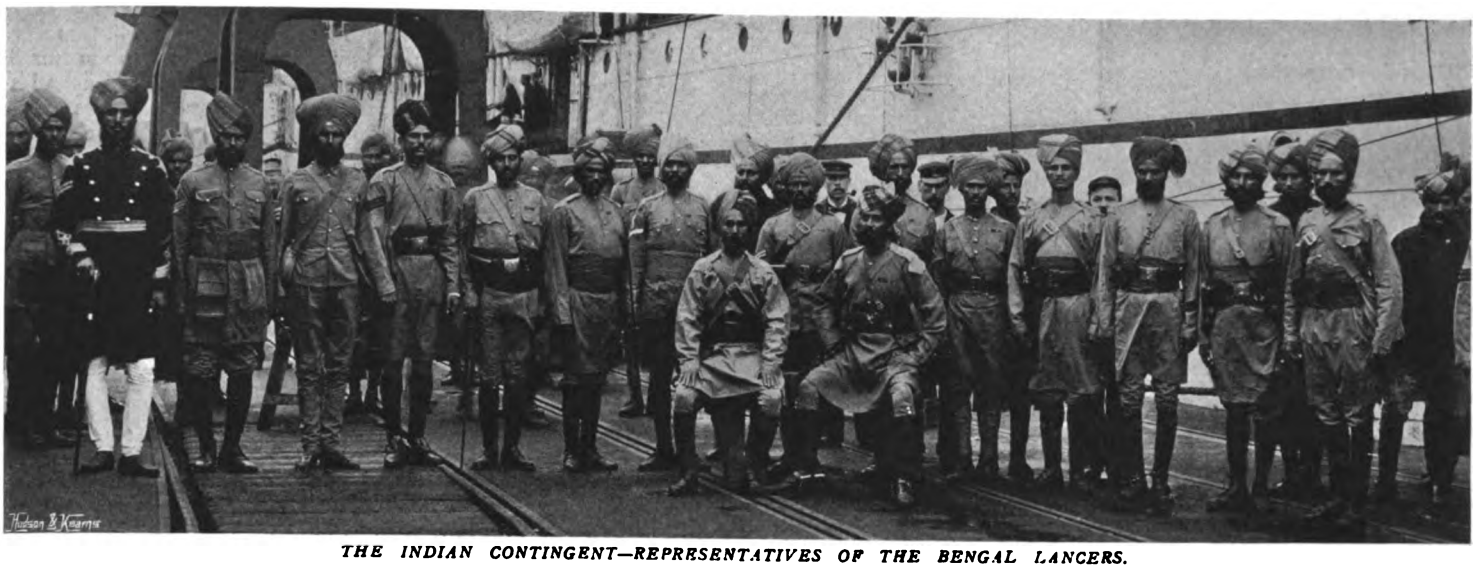

THE INDIAN CONTINGENT—REPRESENTATIVES OF THE BENGAL LANCERS.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By Captain Owen Wheeler.

CERTAINLY one of the most interesting reflections aroused by the presence of the Indian troops and other visitors at the Coronation will have been the speculation whether the impressions which these have received, and will carry away with them, will not of themselves mark the beginning of a new phase of Indian thought. Hitherto such contingents of Indian troops as have visited this country have been so small that they were as mere drops in the ocean of the vast native community, while of other visitors by far the greater portion have only seen England from a very one-sided point of view. The result has been that only occasionally is there to be found to-day among many hundreds of otherwise fairly educated and enlightened natives any notion of the great country of the Sahibs, across the Black Water, save of the most fantastic and indeterminate sort. I think I have mentioned before in these pages that, when native soldiers first began to be sent over to England in small batches, in order to glean some idea of our greatness, the tales they took back with them to their regiments were for a long time flatly disbelieved, and they remained under a temporary cloud of evil reputation as accomplished but wholly unscrupulous liars. Of course in time their astounding narratives came to be confirmed, but, this notwithstanding, the general idea among natives as to life and manners and institutions in England is still a haze of crass ignorance compared even with the very sketchy notions which the average fairly well-informed Englishman who has not travelled entertains regarding the Shiny East.

It is not to be supposed that the Coronation will alter all this, but it may well bring about decided changes. It must be remembered that this Indian contingent is not only nearly a thousand strong, but that it is studiously representative, and that consequently when it returns it will carry its reports of Anglistan to hundreds of different centres from Cape Comorin to Peshawar. The mass that will thus be leavened by knowledge gleaned from personal observation of this country and its modes and customs—of which, of course, the average life of a European resident in India gives a very imperfect idea—will be an enormous one, out of all proportion to the results hitherto achieved by sending small detachments, and by encouraging native chiefs and nobles to visit England.

This being the case, it is additionally instructive to consider whether the balance of the improved acquaintance which the natives of India will thus acquire with the home life and conditions of the ruling race will be as favourable to the latter as could be desired. For it does not by any means follow that because a native comes to London, and is profoundly impressed by the crowds in the streets, the apparent wealth displayed in the shops, and the size and number of the great public buildings, he retains only these impressions, and on his return imparts only the idea that he has been living in an environment of magnificence and power almost beyond the possibility of description. There are two factors which must enter into the formation in a native visitor's mind of any concrete idea of a place so unspeakably strange and variegated as England must appear to him to be. One is the circumstance that he will inevitably see much to despise as well as to admire; the other is his unfortunate tendency to attach enormous importance to sights and sensations which are really matters of very little moment indeed.

Happily the native troops will have, for the most part, been effectively guided, and will not have had the chance of observing the seamy side of the life of a population whose very greatness necessitates a struggle for existence to which India does not afford any real parallel. The native villager whose expenditure in a month may amount to about eighteenpence of our money is comfortably situated compared with many of the poor wretches in the slums of the wealthiest city in the world, and a walk through the latter would be an experience from which the native soldier might make some very mistaken and undesirable deductions. In India he may have seen the European "loafer," the white man who has sunk almost to the lowest native level, and is usually a worthless outcast and utterly despised by the shrewd native accordingly. But these number not more than one in a thousand of a white community almost entirely official and prosperous, resolute and self-assertive, preserving even in their vices a habit of superiority to the surrounding native element. Familiarity breeds contempt, and it would not be well that races, especially fighting races, who have been accustomed to such favourable specimens of the British nation as the British officer, the British private soldier, and the British civilian official, should be too freely introduced to such doubtful representatives as the "low-down" East Ender, the denizen of the river-side public-house, the Hooligan, and old delectable types of vicious London.

Again, as to the focus in which the average native visitor will regard the more edifying sights to which he will have been introduced by his kindly and tactful cicerones, it is quite impossible, or, at any rate, it would be foolish, to gauge Indian impressions by European standards. When the other day Scindia and Kolhapur, and other great Indian chiefs and gentlemen, visited Winchester College, there is little doubt that the party carried away with them an exceedingly correct and satisfactory idea of English public school life, which, it goes without saying, has had, and always will have, a very

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intimate association with, and bearing upon, the development of our Indian Empire. But these were men and rulers of men whose observations in any circumstances would be perfectly sound and lead to right and useful inferences. Similarly when Sir Pertab Singh was given a view of the Central Criminal Court, he, we may be sure, like the highly cultured gentleman he is, was duly interested in this illustration of British modes of administering justice, and did not pay undue attention to the more squalid aspects of a scene which does not impress all beholders alike. But you cannot put on the same plane such intellects as that of the Maharajah of Idar and those of the duffadar of Bengal cavalry and the Madrassi sepoy. That the latter will have found any quantity of things to admire during their stay in London may be taken for granted, but it is quite certain that what will have pleased them most will have been things which we at home, at any rate the more thoughtful of us, do not lay particular store by, while of really impressive and instructive sights and scenes they may have retained a very blurred and unintelligent recollection.

I think if you were to sound the native soldiers who have been to England as to what has specially excited their admiration, you would find any calculations not based on a thorough knowledge of native character completely upset. To expect, for example, a native trooper to display the slightest real interest in our House of Commons, which, after all, is absolutely the most interesting thing to him, as well as to us, which London contains, would be ridiculous. But ask him his idea of the Army and Navy Stores, and his eye will brighten as he expatiates on the wonders of that grand "bazaar." The Lord Mayor's coach does not appeal much to a man who has seen the Viceroy seated on an elephant with a howdah of solid silver. A far livelier City impression will have been that of the policemen controlling the traffic in front of the Mansion House, very different beings, indeed, from the peons or constables even of Calcutta and Bombay. As a matter of fact the London policeman always impresses native visitors in an extraordinary degree, and particularly by his watchful goodness towards themselves. A Parsi gentleman with whom I was talking the other day was very full of the manner in which, after he had asked the way of a policeman, and foolishly transgressed the latter's instructions, the policeman followed him some little distance and kindly but firmly put him on the right path.

Talking of Parsis, this interesting community has been very strongly represented at the Coronation, and certainly some of the most intelligent ideas respecting this country which will have been formed by Indian visitors will be those carried away by Sir Jamsetjee Jeejeebhai's co-religionists. Hundreds of Parsis, of course, have already been to England, and "know their way about" London, at any rate, quite as well as most non-cockney residents. The community is one deserving of English hospitality, for in India its members have taken very high ground in the matter of commercial enterprise, intellectual development, and charitable beneficence. Sir Jamsetjee Jeejeebhai is the head of the community in Bombay, and is the fourth baronet in a line which has done an immense amount of good in that great city. The founder of the house laid the basis of a colossal fortune by going down to the docks and buying all the empty bottles of the incoming liners, a transaction which soon attained gigantic proportions and was accompanied by handsome profits. To this day the term "botliwala" in Bombay is an honourable family allusion to the early efforts of the first Jamsetjee Jeejeebhai to strike out a new line of commerce, one which has led not only to financia success, but to very striking results in the way of good works and displays of public spirit.

OUR CHINESE IMPERIAL VISITOR.

IN 1860 China ceased to be secluded from the world, and from that time to this we have gradually learnt something of the country. Even to-day no Englishman can be said to have a thorough knowledge of the vast Empire of His Majesty Kwang-Su. Some few, from careful study and long years of residence in out-of-the-way parts of the country as well as at the capital, have gained a partial insight into the customs and manners of China, but of the wealth, believed to be almost incalculable, and of the resources, supposed to be illimitable, only a rough estimate has as yet been formed.

The selection by the Emperor of the young prince shown in our illustration to represent His Imperial Majesty at the crowning of our King is a doubly happy one. Firstly, His Imperial Highness Tsai Chen is a near kinsman of the ruler of China; secondly, he is the son of H.I.H. Prince Ching, well known to all Englishmen as a Peace negotiator in 1900, a man respected for his statesmanship as well as for his high birth.

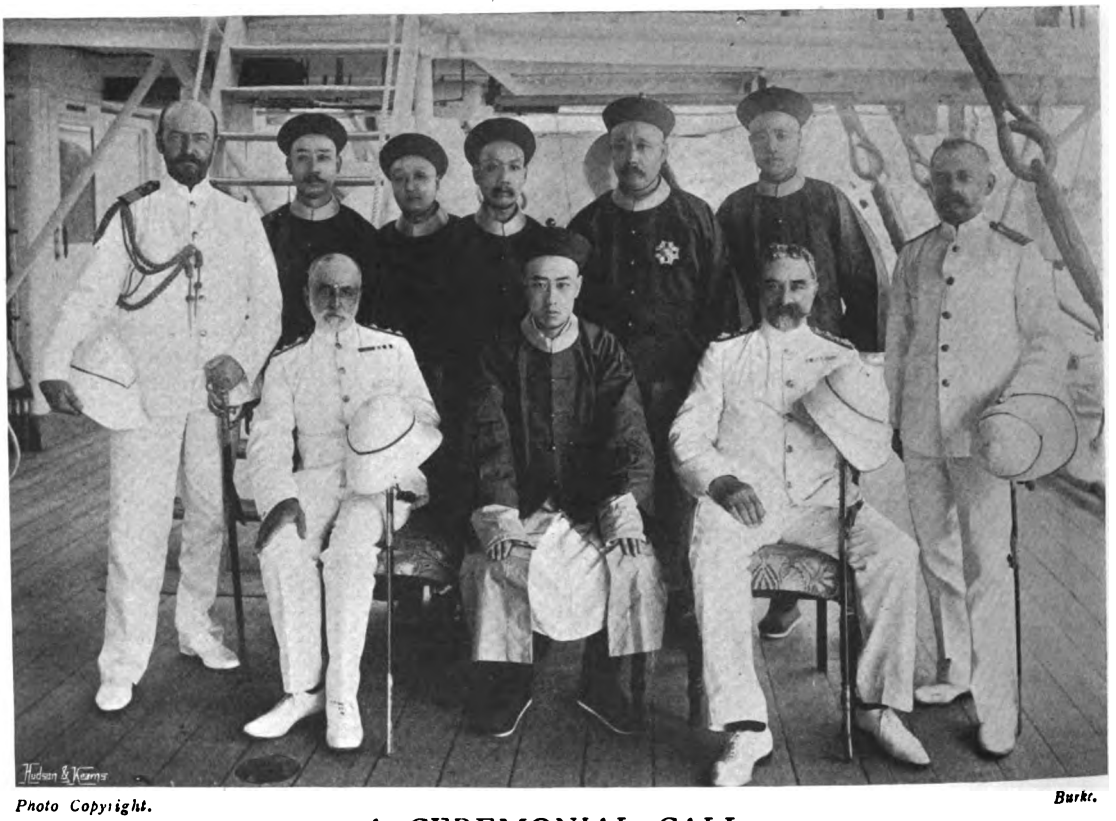
No doubt Prince Ching had a word to say in the selection of his son for this important mission of friendship and good intent. It is by travelling only and by seeing the virtues and defects of other countries that princes can form just ideas of the outside world. It is certain that the observation of such an intelligent Prince as Tsai Chen will do much to foster the growing spirit of international relationship which will tend to give China herself and her friends opportunities of mutual commerce, to the advantage of all the world.

England is the first foreign country which Prince Tsai Chen has visited. He is travelling with a small retinue, but one in accordance with his Imperial birth. His suite consists of a councillor, secretaries, attachés, and military attendants. All, while in England, are staying at the Hotel Cecil.

The first British port visited by the Prince was Hong Kong, where he arrived on April 25. He was received with the usual salute, and on landing was received by a guard of honour. He called upon the Acting Governor, with whom he stayed to luncheon, and afterwards made a trip to Victoria Peak. In the afternoon he received Chinese residents at the Chinese Club.

On April 23, 1901, Prince Ching, the father of our visitor, was by Imperial Edict appointed President of the General Board of State Affairs—probably the most important post in China. The Board includes Yung Lu, Kun Kang, Wung Wen Shao, and Lu Chuan Lin, with the Viceroys Lin Kun-Yi and Chang Chi Tung as associate members. It has the supreme direction of the Nie-Ko or Cabinet.

It is to be hoped that the Prince may be pleased with his impressions of England and that he may carry back to the Flowery Land pleasant memories of our country.



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A CEREMONIAL CALL.

H.I.H. Prince Tsai Chen visiting the British Admiral.

Reading from left to right the names are—Standing: Commodore C. G. Robinson, A.D.C., Commodore at Hong Kong, three Chinese officials, Sir Chentung Liang Cheng, K.C.M.G., Chinese Official, and Capt. Percy Scott, R.N., C.B., Captain of the "Terrible." Sitting: Vice-Admiral Sir Cyprian Bridge, K.C.B., Commander-in-Chief, H.I.H. Prince Tsai Chen, and Rear-Admiral Harry J. Grenfell, C.M.G.

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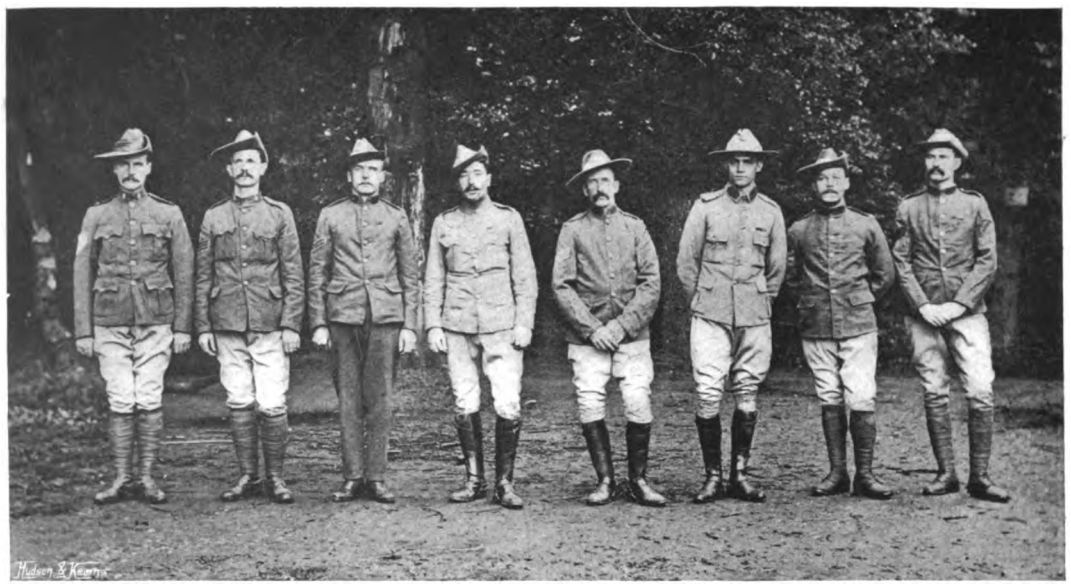
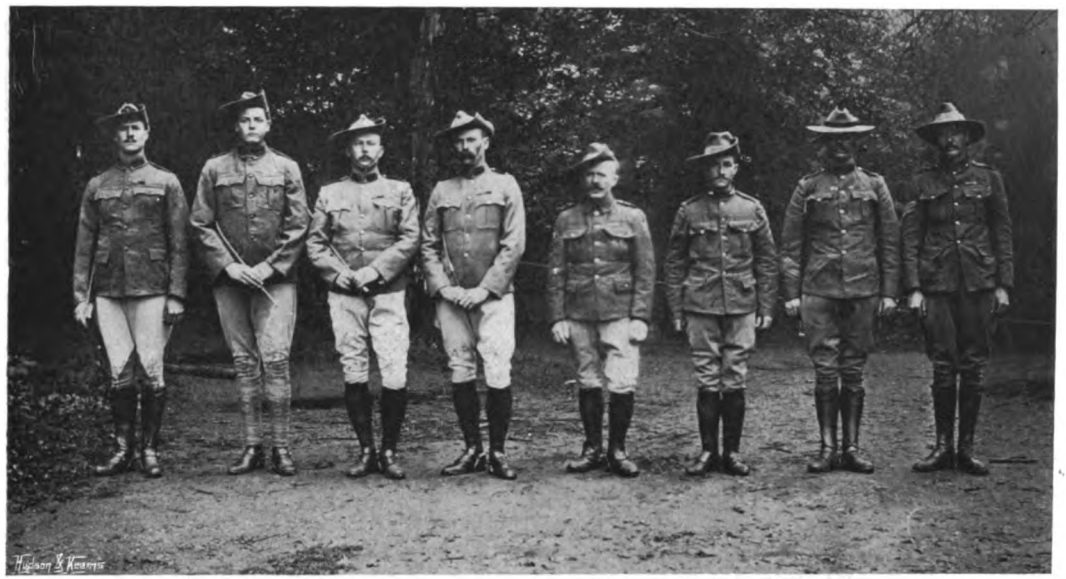
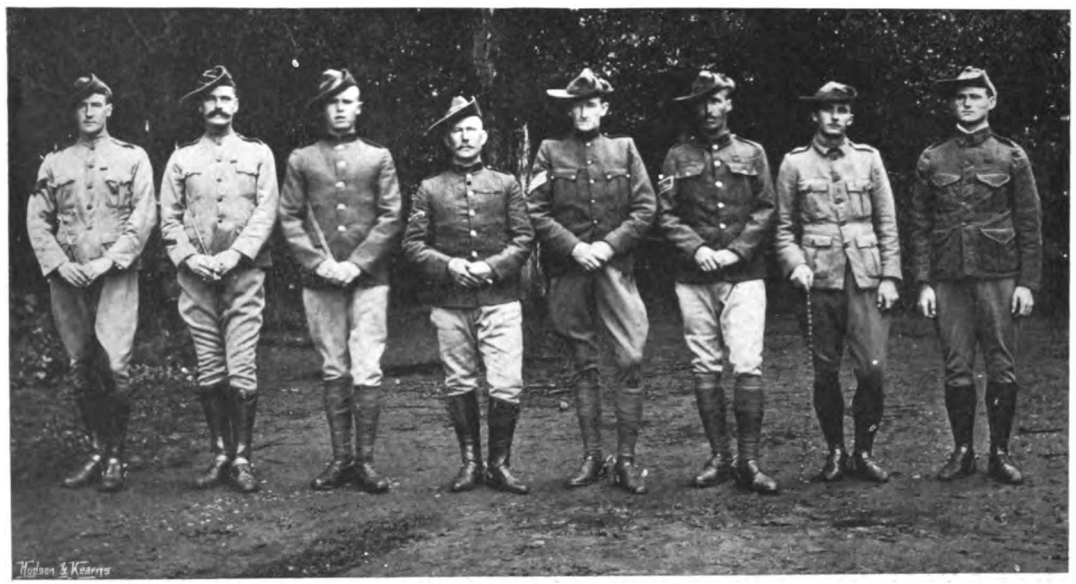
SOUTH AFRICA IN ENGLAND.



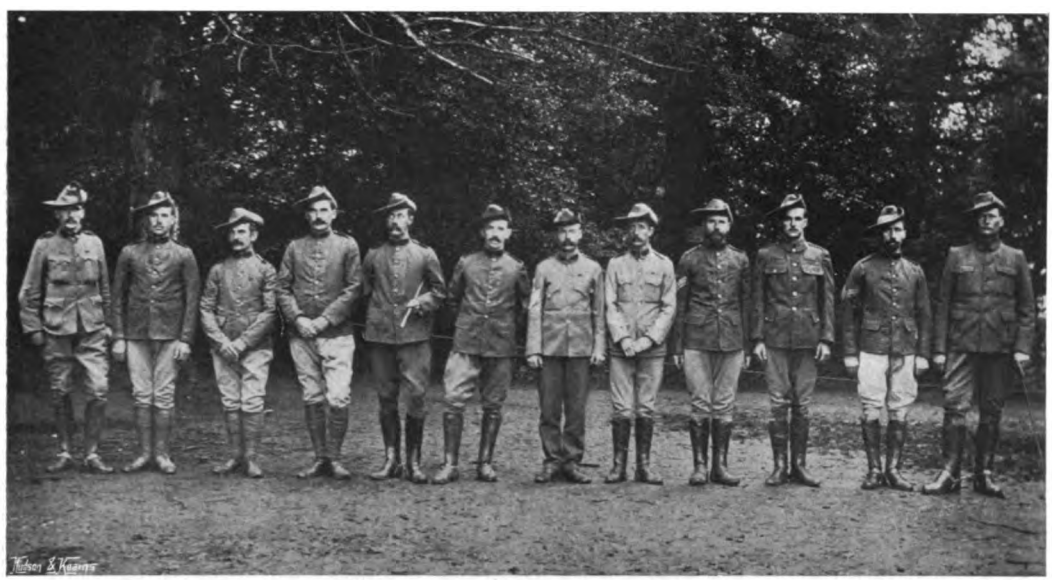
From the left the pairs read: Cape Medical Staff, Cape Field Artillery, Bechuanaland Rifles, and Queenstown Rifle Volunteers.



From the left the pairs read: Cape Police, Division 1 and 2, Diamond Fields Artillery and Diamond Fields Horse.



From the left the pairs read: Cape Mounted Rifles, Duke of Edinburgh's Own Volunteer Rifles, Cape Town Highlanders, and Transkei Mounted Rifles.



The first four pairs from the left are: Uitenhage Mounted Rifles, Grahamstown City Volunteers, Kaffrarian Rifles, and Prince Alfred's Guards. The last four men are: Graffenet, Uitenhage, Albert, and Swellendam Mounted Infantry respectively.

THE CONTINGENT FROM CAPE COLONY.

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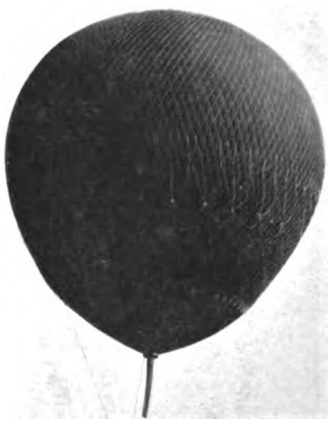

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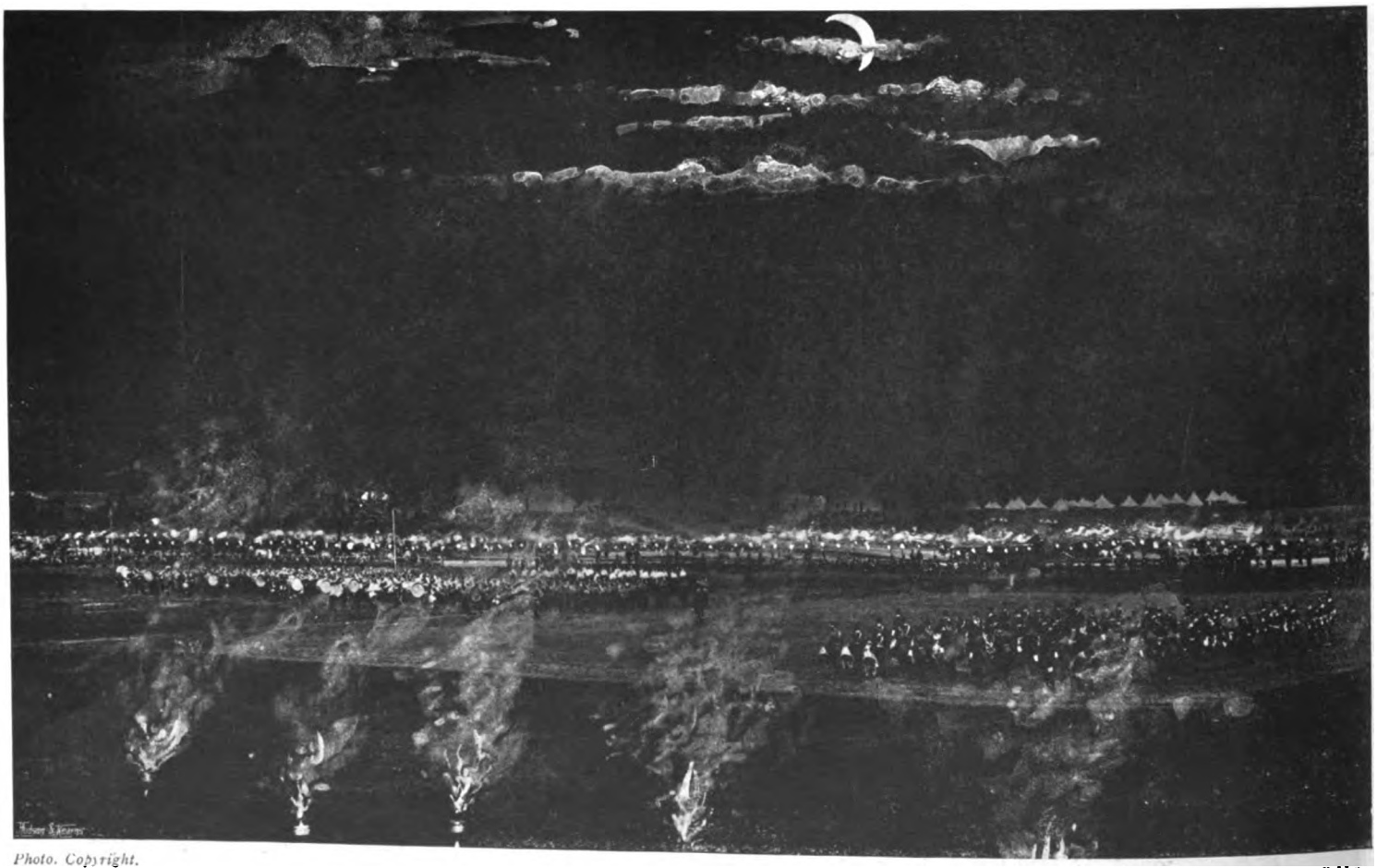
THE FRENCH NAVAL BALLOON CATASTROPHE.

Lieutenant Baudie making his ascent.

On the morning of June 9, Naval Lieutenant Baudie made an ascent in a balloon belonging to the Naval aerostatic park at Lagoubran, near Toulon. Shortly after the start he was seen to be in difficulty, but before the two torpedo-boats following him could arrive to render him assistance, the balloon had dropped like a stone. The unfortunate young man, whose portrait appears above, was drowned, his body not being recovered until the following day.



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THE ROYAL VISIT TO ALDERSHOT.

The torchlight tattoo on the recreation ground.

Although not favoured with brilliant weather, the visit of their Majesties to Aldershot was a great success. The tattoo, of which we give an illustration, commenced at 9.30. The massed bands played appropriate national airs as the various regiments filed past. The whole was brought to a close by the buglers and trumpeters sounding "Lights out." A slight fall of rain rather marred the closing portion of the ceremony.

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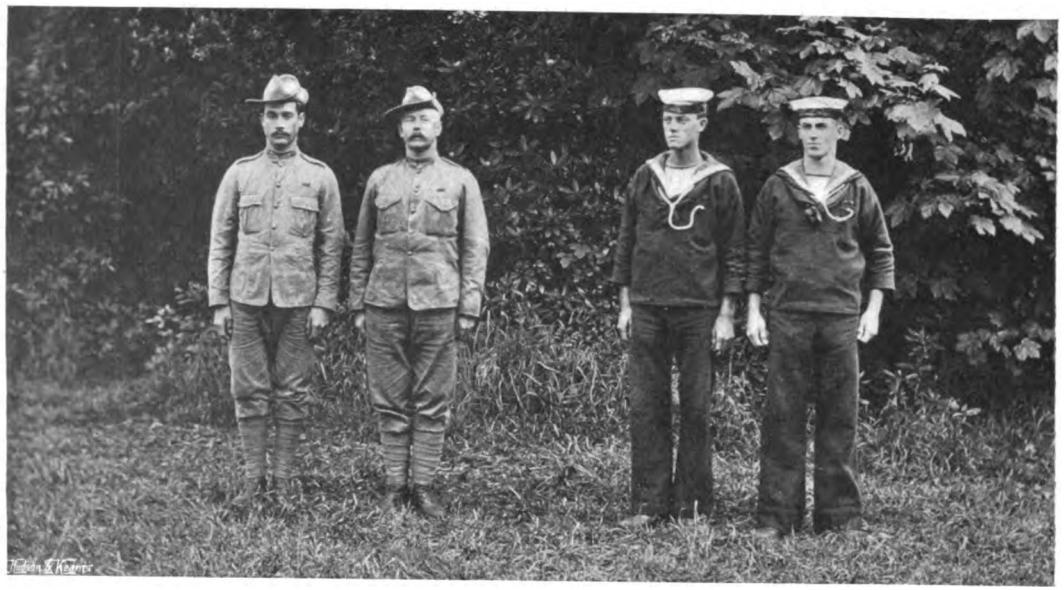
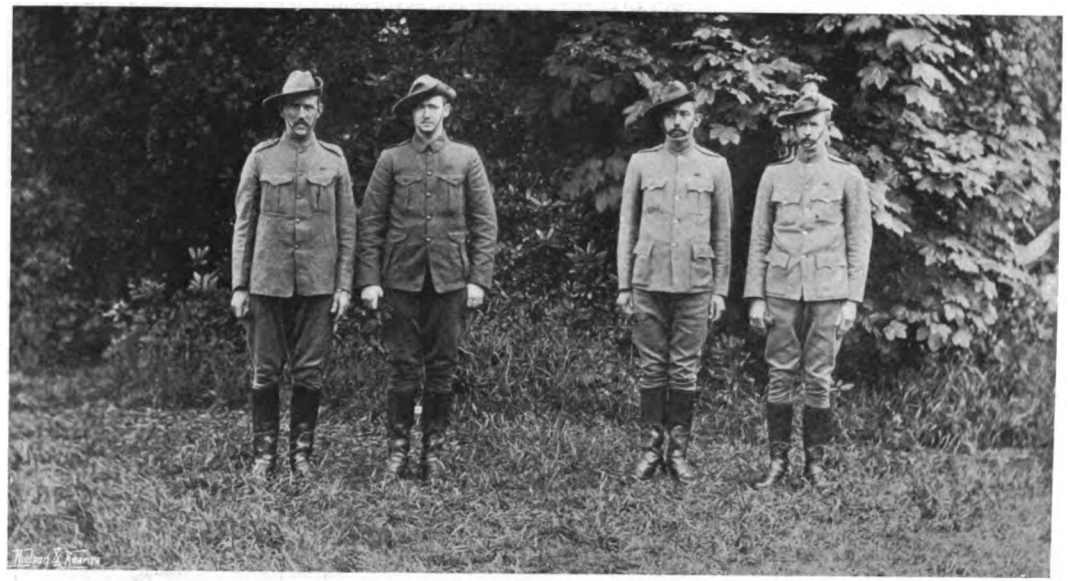
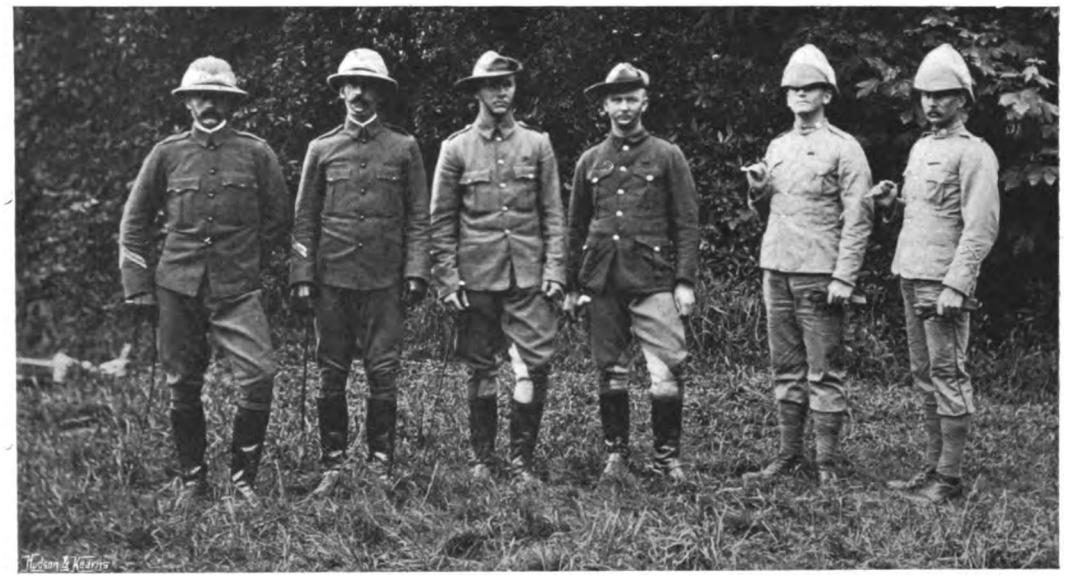
AT THE ALEXANDRA PARK CAMP.



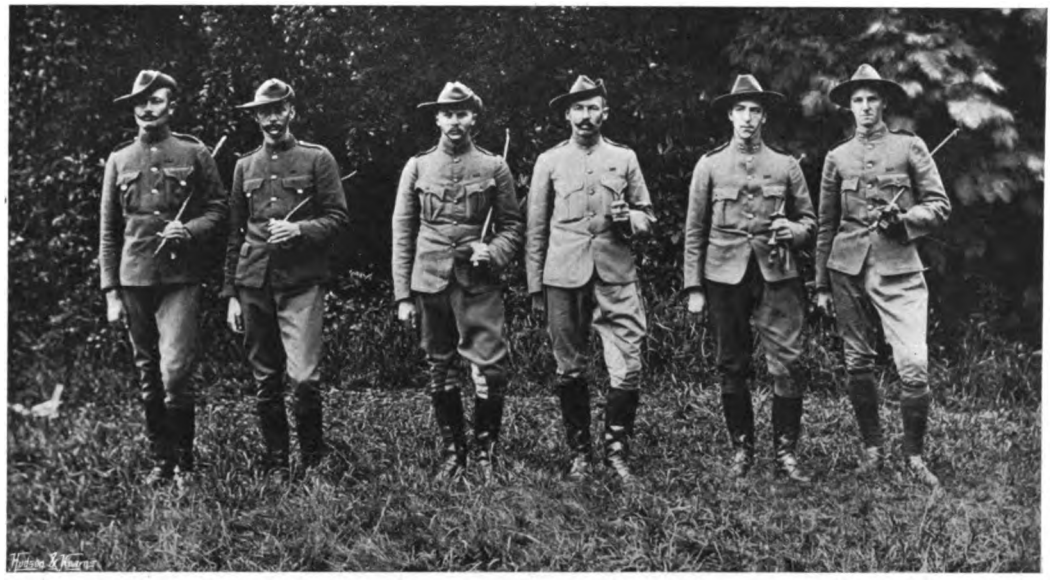
The first two are Natal Royal Rifles, and the second two Naval Volunteers.



The first two on the left are Border Mounted Rifles, and the second two Natal Mounted Rifles.



From the left the first two are Natal Police, the next two Volunteer Composite Regiment, and the two on the right Durban Light Infantry.



From the left the first pair are Natal Carbineers, the next two Umvoti Mounted Rifles, and the last two Natal Field Artillery.

THE CONTINGENT FROM NATAL.

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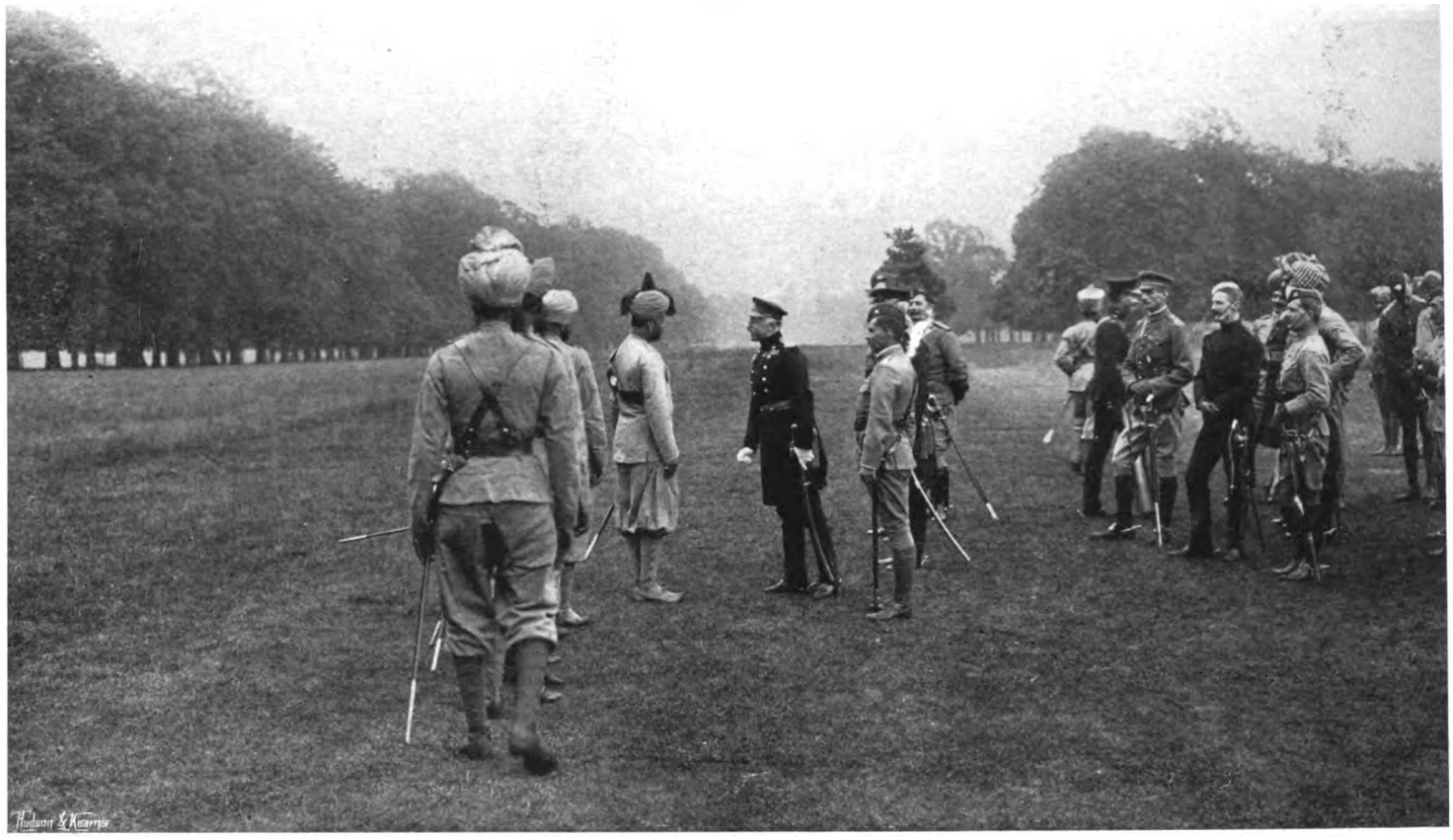
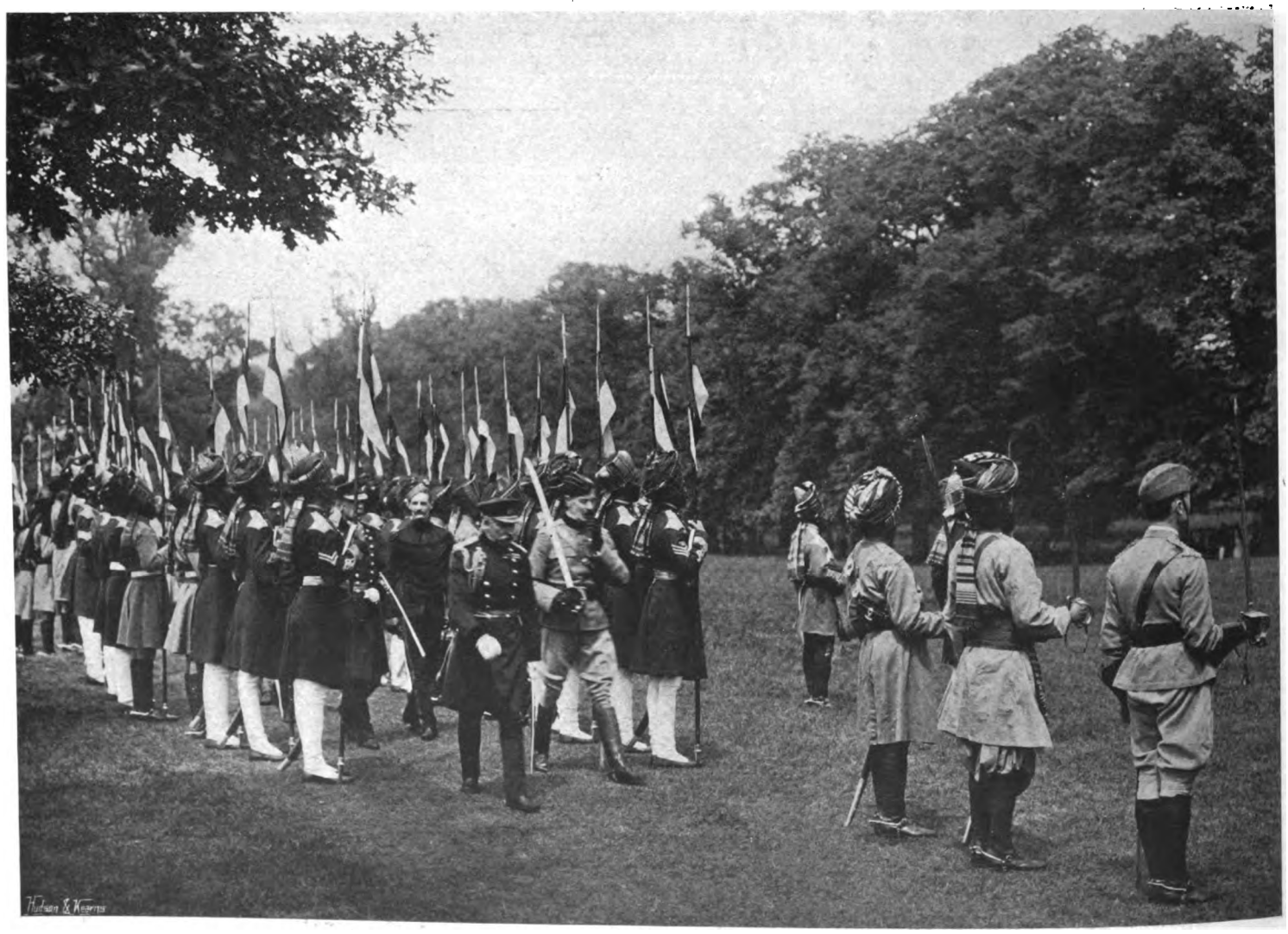
INSPECTION OF THE INDIAN TROOPS.



H.R.H. THE DUKE OF CONNAUGHT

Conversing with the men in their own language, much to their delight and astonishment.



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THE INSPECTION PROCEEDED WITH.

Accompanied by his A.D.C.'s, His Royal Highness went round the ranks, occasionally passing remarks on the bearing of the men.

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THE NAVY & ARMY ILLUSTRATED.

VOL. XIV.—No. 283.] SATURDAY, JULY 5th 1902

Photo. Copyright *Elliott & Fry.*

VICE-ADMIRAL SIR A. L. DOUGLAS, K.C.B.

WHO IS ABOUT TO TAKE OVER COMMAND OF THE NORTH AMERICAN SQUADRON.

There is a special appropriateness in the appointment of Sir Archibald Douglas to the command of the North America Station, for he was born and educated at Quebec, and is the son of Canadian parents. Sir Archibald has served since 1899 as Second Sea Lord of the Admiralty, having previously held several high and responsible appointments in various parts of the world. In 1860 he served with the Naval Brigade up the Congo and in Gambia; later he was Director of the Japanese Imperial Naval College, and commanded the "Serapis" during the Soudan Expedition of 1884. In 1888-89 he was Commander-in-Chief in the East Indies. That his name appeared in the list of Coronation honours as a K.C.B. will be a source of satisfaction to all who know him.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. If here stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

The King and the Conference.

THE other day we were speaking of the emotions through which the country passed during the war in South Africa. Last week we went through almost as many crises of feeling in the course of a few days as we had done in the whole period of the long campaign, which began in October, 1899, and ended in June, 1902. Tuesday morning, exhilaration. Tuesday afternoon, consternation. Wednesday, painful expectation. Thursday and Friday, suspense. Saturday, intense relief. That is a rough diary of the changing states of the public mind during five days. It may seem strange that we do not add "disappointment." It would only have been natural if those who were looking forward to a State pageant—many of them come from far-distant lands to see it; and still more those who had devoted time and money for weeks beforehand to making plans and preparations for the great days—it would only have been natural if these had mingled with their sympathy towards the stricken King some personal feeling of regret for the spectacle lost to them and their labour thrown away. But it is a fact that any such feeling was conspicuous only by its absence. Newspaper writers have over-described the change that came over the demeanour of the holiday crowds when the postponement was announced. They have descanted, not quite sincerely, upon the grief and anxiety betrayed in every face. Everybody was sorry, and most people were anxious, but they did not go about the streets like mourners, nor was the contrast between their behaviour before and after particularly noticeable. But there is no doubt whatever that the universal attitude was one far removed from any selfish disappointment. The word in everybody's mouth was "Will he pull through?" As these lines are written, the official bulletins give the most favourable tidings about His Majesty's condition. Equally fervent are the satisfaction with which the nation receives the happy news, and its hope that the good progress towards recovery may be steadily maintained.

It is fortunate that neither the poor nor the public interest are to suffer from the postponement of the King's crowning. The poor, it is true, we have with us always, but that is no reason why a special occasion of rejoicing and entertainment to them should be set aside along with the festivities of those who are more accustomed to good cheer. Nor does the putting off of the procession furnish any cause for the abandonment of the Conference which is to discuss many important questions bearing upon the future of the British Empire. If such occasions as Coronations, Jubilees, and Diamond Jubilees did not present themselves in the natural course of events, we should have to invent periodical pretexts for the assembling together of the men who administer the affairs of the British nations throughout the world. The conferences of 1887 and 1897 cleared the ground of a good many prejudices and misunderstandings. But so far they have had little positive result. What we hope for from the conference of 1902 is that its outcome may be the putting forward of definite proposals towards a scheme of closer Imperial Federation. These will serve, at any rate, if they are placed before the world, as a basis of discussion. It would be too much to expect the immediate solution of any of the difficult problems which face our governing men at home and the men who represent Greater Britain. Legislation in a hurry is bound to be followed by repentance at leisure, just as surely as a hasty marriage. But what we need just now is an insight into the minds of those in whose hands we have placed the tiller of the Ship of Empire. We have been talking quite long enough about Imperial Federation as an abstract idea. To go on discussing it as if it were an ideal only to be attained by our great-grandchildren is merely to beat the air. Unless we can realise our vague aspirations, unless within a few years we can set in motion the machinery for keeping the Ship of Empire to the front, there will be no Empire left for our great-grandchildren to federate.

What we must all try to keep in mind, and try to impress upon all who come within our sphere of influence, is that agreements are never reached by all the parties to them getting their own way. We must not approach the questions that call for settlement in the spirit of a bargainer who has made up his mind what he means to have, and who assumes a take-it-or-leave-it attitude towards his fellow-market-men. We must not insist overmuch upon our old catch-words, or appeal too often to the traditions and the watch-words of the Past. We have a new situation to deal with. We have to consider what kind of arrangements will suit the Present. And, if we make up our minds to shuffle off that coil of convention which ever binds the policy of an ancient people, we have a right to ask the Colonies, on their part, to recollect that our part of the contract cannot be all give and no take. If some arrangement could be made for Preferential Trade within the Empire, with a special provision of funds for the needs of Imperial Defence, half the difficulties that lie in our way would vanish. But there is no anxiety on the part of Great Britain to pay more for the necessaries of life in order that the Colonies may add to their prosperity. That would be carrying self-sacrifice further than sentiment or reason could demand. Already the burden of taxation for Imperial purposes presses heavily upon our backs. If we continue our contributions to the common fund upon their present scale, we shall still be carrying the lion's share of the load. It would be impolitic as well as unreasonable to expect us to do more than that.

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THE KING'S SOLDIER NEPHEW.

At a time like the present more than usual interest is attached to those numerous and powerful ties which link the Royal Family with the Fighting Services of the country. Of such ties a singularly close and sympathetic one is that represented by the gallant young figure of which we reproduce to-day a striking and attractive portrait.

On his own personal account it would seem that Prince Arthur of Connaught is likely to endear himself to the nation and the Army. It needs no expert physiognomist to calculate with some certainty that the open countenance and manly bearing of this handsome Royal Hussar are associated with the good disposition which is the best attribute of any Prince, more particularly of one whose conduct will always be regarded with interested scrutiny by a very large section of the general public. Prince Arthur of Connaught stands very high in the table of Royal precedence, and for that reason alone his career is a matter of national concern, the more so in that, like his gallant and extremely popular father, he has elected to follow the profession of a soldier, and has begun well by entering as a second lieutenant his father's old regiment, one of the most splendidly distinguished corps in the British Army.

The 7th (Queen's Own) Hussars is in every way worthy of the honour involved in this close association with the Royal Family, and there are few regiments, even in our cavalry, which can compare with it for age, achievements, and present-day efficiency. It may be said to be of Scottish origin, for it was formed at the close of the seventeenth century from independent troops of horse that fought at Killiecrankie. It was present at Dettingen, went through the Peninsula, suffered severely at Waterloo, and distinguished itself greatly in the Peninsula. His Royal Highness the Duke of Connaught became captain in the 7th Hussars in 1874 and major in the following year. His Serene Highness Prince Alexander of Teck, D.S.O., is now a captain in the regiment, which was sent out to South Africa at the end of last year, His Royal Highness Prince Arthur of Connaught being left behind—greatly, we may be sure, to his disappointment—to complete his "recruit's course." Latterly Prince Arthur has been attached to the 3rd Provisional Regiment of Hussars at Aldershot.

Prince Arthur of Connaught has his spurs yet to win, in a professional sense, and it may well be hoped that the modern conception of the position of soldier princes will favour the removal in his case of the restrictions which have unquestionably hindered his father's career. Keen soldier as he is, the Duke of Connaught is known to have chafed a good deal under the prohibition which kept him away from much of the active service in which he would willingly have shared. Although that prohibition was relaxed in the case of the Egyptian Campaign of 1882, in which the Duke was under fire as commander of the Brigade of Guards, the position can hardly be said to have been an altogether satisfactory one either for the Guards, the General Officer commanding the Expeditionary Force, or the Royal Duke himself, and it is an open secret that the latter would have been far happier if he could have sunk his rank, and fought as a subordinate and unconsidered regimental officer.

This state of things is now happily altered, and, just as the Duke of Connaught would lead his Army Corps in any great emergent war, so Prince Arthur will almost certainly accompany the 7th Hussars in the next campaign in which they are ordered to the front. To this extent he has the advantage of his father, and if he has—as we venture to take for granted—his father's keenness and real love for soldiering, he will greatly prize the advantage, and make the most of it should fortune bring it concretely within his reach. To be a Royal Prince is a great honour indeed, but there are those who will always look upon it as at least an equal distinction to have led British soldiers to "Death or Glory."

For the rest the nation and the Army only hope that Prince Arthur will set steadfastly before him the example of his father, than whom no better officer ever held the King's commission. The best respect a Prince can show for the profession of arms, the surest way to make himself respected in that profession, is to shine in it, if not as a mighty strategist or valorous performer of deeds of personal gallantry, at any rate as an officer and a gentleman. How well the Duke of Connaught, now a Field-Marshal of our Army, has fulfilled this ideal is known to all. If he but follow in his father's footsteps there is not a shire in England, a corner of the Empire, a unit of the Army, which will not have a good word for the fine young price whose portrait brightens this page.

IN HIS FATHER'S FOOTSTEPS.

H.R.H. Prince Arthur of Connaught, 7th Hussars.

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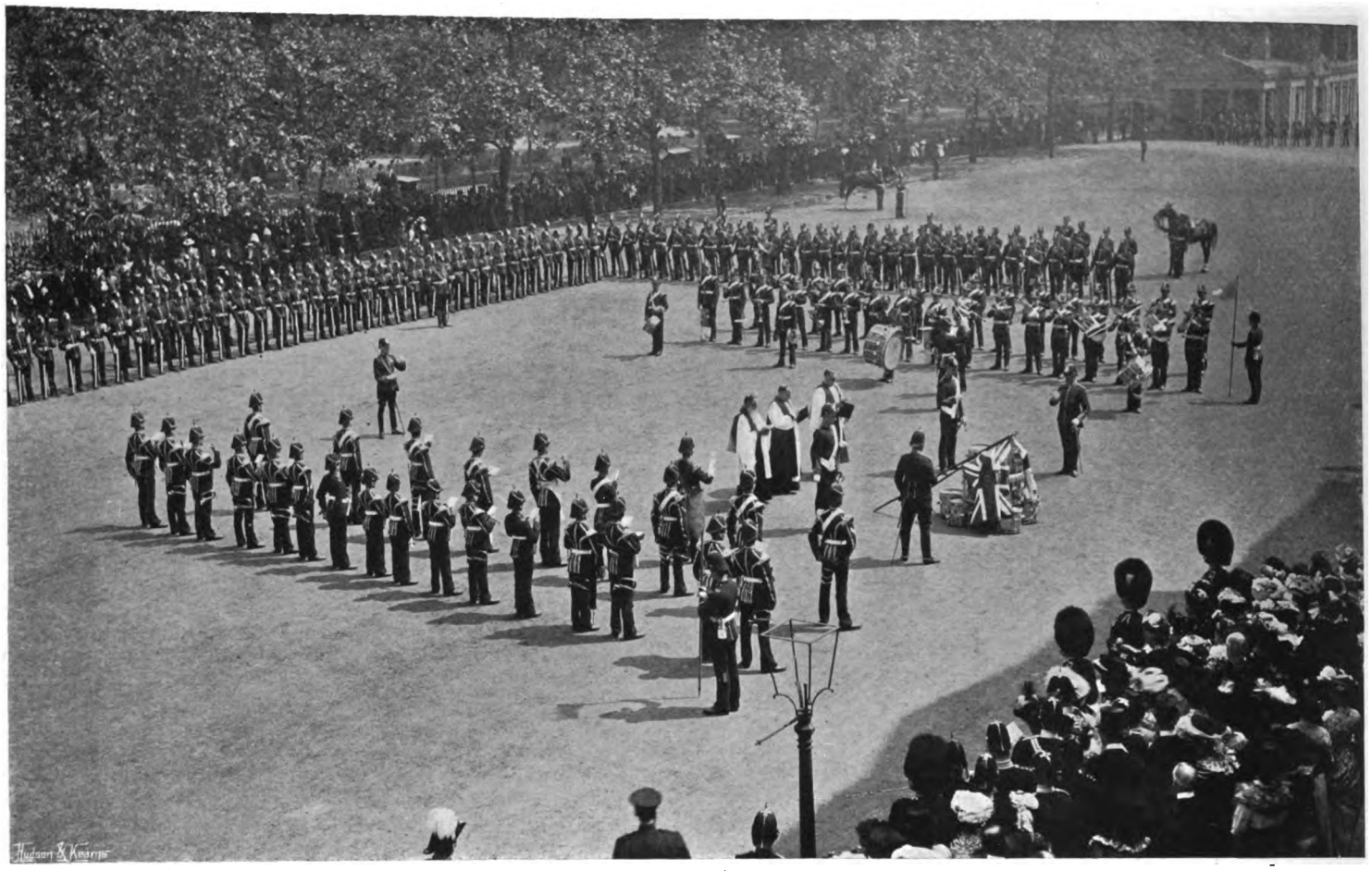
THE OLD DUKE AND THE "DIE-HARDS."



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PRESENTATION OF COLOURS AT WELLINGTON BARRACKS.

The 4th Battalion Middlesex Regiment receiving colours from H.R.H. the Duke of Cambridge.

CANADIANS AT ALEXANDRA PARK.

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MARCH PAST OF THE DOMINION CONTINGENT

Before H.R.H. the Duke of Connaught and Lord Roberts, with Sir Pertab Singh in attendance.

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ARMOUR-PLATE
v.
GUN.

COMRADES.

THE principal incentive to the application of armour was the destruction anticipated from shell fire, and it was not until the early fifties that Naval batteries consisted entirely of shell guns; while the first practical demonstration of the havoc wrought by the latter was the swift destruction of the Turkish fleet at Sinope by the Russians at the commencement of the Russian War. There have been two claimants for the honour of having been the first to think out the feasibility of "ironing" vessels so as to render them shot-proof, namely, Admiral Sir George Cockburn, of the British Navy, who formulated the idea in 1834, and an American inventor, named Robert Stevens, whose first definite proposal for building an ironclad, on plans designed by his father, it is said, in 1812, was made in 1841. The United States Government eventually gave Stevens a contract to construct a war steamer for harbour defence—"shot and shell proof, to be built principally of iron"—and the work was begun in 1854, but when the vessel was half completed, the authorities repudiated the contract. Thus it was left to the initiative taken by the Emperor Napoleon III. to bring about a complete revolution in modern Naval construction, as the first ironclads used in battle were the French floating batteries "Devastation," "Lave," and "Tonnante," built for service in the Black Sea. These three vessels had hulls of wood, covered with iron 4·33-in. thick, a speed of four knots, and a displacement of 1,600 tons. They were engaged at about 1,000-yds., at which range they were proof against 32-lb. shot. We immediately adopted the design, and built five, but they were never in action. In view of these successful results, France determined to build ships which should combine with their protective armour satisfactory sea-going qualities. In 1858 the first ironclad frigate, "La Gloire," made her appearance, she being a timber-built 90-gun three-decker, cut down into a sort of corvette, and protected by hammered plate armour. "La Gloire" was followed by three others, all four frigates being completely armoured above the water-line with 5-in. plates resting on a 26-in. wood backing. The English Admiralty were seriously alarmed by the birth of these novel French war-ships, and, acting upon the advice of a Sheffield steel-maker, Sir John Brown, who informed them that a plan of his own for rolled, not hammered, plates would furnish better protection, they ordered the construction of the "Warrior" in 1859. The latter, therefore, was given rolled plates, and, again, unlike "La Gloire," was not armoured from end to end, but only plated 4½-in. thick over her battery and water-line amidships. The "Warrior" soon had a sister ship in the "Black Prince," and her design was reproduced in an improved form in the "Achilles."

In 1862 Sir E. J. Reed was appointed to the office of Chief Constructor of the British Navy. This gentleman undertook the building of the "Bellerophon," in which the cellular system of construction was first fully introduced, realising a considerable saving in weight with great increase in strength of structure, and obtaining a system of watertight subdivisions, which is the only protection against rams and torpedoes. From this date the great duel between armour-plate and gun fairly commenced, and has since continued to rage, for as fast as one is improved some inventor comes forward with an improvement in the other. It soon became evident, however, that the theory that, because it had been possible to use armoured ships successfully against the Russian land batteries, therefore armour had upset the balance, which from the beginning lay between guns mounted afloat and guns mounted on shore, was a fallacy.

At this period Lord Armstrong had invented rifled breech-loading guns of coiled wrought iron instead of cast iron or bronze, as was then the universal practice. These guns were immediately suggested for employment on board ship, but it was found that neither the system of rifling nor the plan of breech action was suitable for large guns, consequently the Navy applied only the new system of construction. The introduction of rifled muzzle-loading guns was the next step, accompanied by that of conoidal-shaped projectiles, which, in order to secure rotation, were equipped with copper studs to fit in the rifling grooves. Commencing with a 6½-ton gun, progress with the rifled muzzle-loader was continued to the 80-ton guns of the "Inflexible." As the guns increased in size the batteries decreased numerically, while the armour, which grew thicker and thicker, was spread over a smaller and smaller area. The climax was reached with the "Inflexible," which was protected by 24-in. plates on a minimum area, and was armed with four huge guns. In this, the first phase of the duel rifled muzzle-loader *versus* wrought iron, the armour may be said to have triumphed; that is to say, the thickest plates were just able to keep out the projectiles of the most powerful ordnance. In the early sixties Sir Cooper Key had pointed out that although the cast-iron shot was powerless against the soft iron armour, shot of tougher and harder material might penetrate; indeed, experiments with Frith's steel shot conclusively proved this. Nevertheless, it was not realised till many years later that the answer to the improved projectile ought to have been improved armour instead of piling on the thickness of the original material. In 1877, however, Palliser's chilled cast-iron shot and shell was invented, which, in addition to its increased perforating power, effected an economy of space, permitting the use of bigger bursting charges inside. The plate-makers soon realised that this new projectile placed their armour in jeopardy, and their answer was the invention of so-called compound armour, consisting of a facing of hard steel with a backing of wrought iron. The compound armour proved its ability to withstand the armour-piercer of the period, viz., Palliser shot, so in 1880 the guns themselves were improved by borrowing the French system of breech-loading. The second phase of the duel lasted from 1880 to 1890, during which period the breech-loading guns were steadily improved, while the compound armour was further developed by the use of alloys. The great difficulty which the plate-makers had to contend with, however, was the cracking of the surface steel from want of complete union with the softer metal behind. Up till 1886 the armour had the best of the fight, but in that year came the invention of chrome steel shot, which effected complete perforation without deformation of the projectile. Then for some five years the projectiles triumphed over the plates, for despite the use of alloys the plate-makers failed to produce a plate which could be relied upon to crush up the hardened point of the chrome steel shell. In 1891 plates with cemented faces were introduced, and the steel armour-piercer received a check, but it was only a very temporary one, for the ordnance manufacturers invented the hoop gun, which owing to its increased strength allowed of bigger charges being used. The steel plate-makers further hardened their plates, but the gun-makers again nullified their efforts with the construction of the more powerful wire gun, the latter being a modification of the hoop system, to reduce weight. But the plate-makers were not beaten, for coinciding with the adoption of the wire gun the Harvey process of hardening steel was discovered. The Harvey process hailed from across the Atlantic, though it is said to have been really a Sheffield invention, which the inventor had been careless enough not to patent. The process itself consisted of the rolled plate being placed in a special furnace and carbonised, that is to say, it was heaped up on its upper surface with charcoal and thrust anew into a furnace, where long application of intense heat carbonised the surface. Afterwards the plate was suddenly chilled by a sort of shower bath, called the "sprinkler." It was this sudden chill which did the trick, for the surface took an intense hardness, which imperceptibly and gradually merged into the original soft toughness of the mild steel. The advantages gained by using Harveyed, as compared

FIGHTING HIS BATTLES O'ER AGAIN.

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with compound or cemented, plates were enormous. True, the most powerful wire gun could just perforate the Harvey plate, but everything else had to confess itself beaten. All the great Sheffield firms spent hundreds of thousands of pounds in laying down plant for the construction of Harveyed plates, when, suddenly, in came Krupp with another and better process, but which, like the former, depends for its efficiency on the intense hardness of the face. Krupp armour speedily demonstrated its superiority over that of Harvey (whose day lasted little more than a year), and since 1895 to the time of writing has stood unrivalled, although it has recently been almost equalled by other processes, generally similar in principle. The Krupp process is a trade secret, and manufacturers making use of it have to pay a royalty of £15 per ton. The saving of weight and other advantages gained by the substitution of Krupp and Harvey plates for wrought iron and compound armour are enormous. We have explained that in the case of the "Inflexible" iron armour of 24-in. thickness was utilised, while the average protection given to other battle-ships of the period was from 17-in. to 21-in. Of course, with this monstrous thickness, only a minimum area, confined to the most vital parts of the vessel, could be protected. The invention of compound and cemented armour materially reduced the thickness and, consequently, the weight of the plates; the Harveyed process reduced them still further, and now, thanks to the invention of Krupp plates, or by those of rival processes giving almost similar results, 12-in. is about the thickest armour that is being made. Again, the improvements in the quality of armour allow a given weight to be spread over a wider area; in fact, our new battle-ships will be armoured throughout. Meanwhile, the gun-makers have not been idle, so that the present phase of the duel may be described as follows: No armour afloat can any longer be relied upon to keep out the projectiles of the heaviest Naval guns, but where the projectiles of the smaller calibres are concerned the plate has completely beaten the gun. For example, the latest type of armour manufactured by Messrs. Cammell and Co. shows neither crack nor penetration when struck by the 6-in. and 4·7-in. projectiles. Some argue that since the gun has increased in power more rapidly than armour has increased in resistance, the former is bound to come out an indisputable conqueror, and that when this comes to pass armour for ships will be abandoned, just as gunpowder drove out of use armour for men, the analogy is a false one, as can easily be shown.

ON MANŒUVRES AT MALTA.

NO one but a soldier can know what a relief it is when, after marching in the broiling sun for perhaps two hours, a halt is called and the troops "fall out" for a brief breathing spell. If it were not for the strict discipline that is maintained in the British Army, it is more than likely that the men would often give vent to the feelings of delight in a hearty "hurrah." A halt on the march such as is shown in our picture is the time for friendly conversations and passing of jokes, for Tommy, in spite of what he may have had to put up with when marching, or what he may have to look forward to when he returns to camp or barrack, as the case may be, never troubles his head about the past or what the future may have in store for him. His chief delight is in a friendly exchange of sarcasms with his chums. He is, too, just as willing to laugh when the joke is turned against himself as he is when he makes it. If we could only get behind a group of Tommies unseen we should enjoy what we heard quite as much as if we were at a pantomime in England. The way in which the joke seems to be going all against one particular man, who is taking it all in good part, when suddenly a sharp answer enters his head, which turns the point of the remarks upon his opponent, is very amusing. Or maybe two men, chums perhaps, will make their way to a quiet and shady spot, where they will seat themselves down and talk of home. One, perhaps, will tell of the news he has received in the last letter from England, while his chum listens with ears taking in the news, like a sponge soaks up water. He may have no friends in the world, except his regimental comrades, and to such as he, the fact of having a letter read to him which has been received by a chum, is the next best thing to getting one himself.

Then just as a very absorbing and interesting piece of news is being told, the bugles sound the "fall in," and amid the clatter of accoutrements and creaking of straps, as a soldier here and there gives his pack a hoist up to get it set more comfortably on his back, the regiment marches off, quickly falling into that regular swinging pace which is so much admired by all who watch a regiment marching past, and the telling of this important bit of news has to be postponed until the next halt is called or the regiment arrives back at barracks.

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A HALT ON THE MARCH.

An interval for refreshing the inner man.

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TRINIDAD LIGHT HORSE.

NORTH BORNEO POLICE.

BRITISH GUIANA POLICE.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

PENDING the resumption of the more general survey of Colonial topics to which these notes are primarily devoted, and which has naturally suffered some interruption by the Coronation festivities, there is one more subject on which it is desirable to enlarge to the exclusion of others of from day-to-day interest. There are one or two points connected with the existing condition of things in South Africa, and the future prospects of that great possession, which have not received much attention so far, and which it seems particularly desirable to discuss at this juncture, if only because they have other than local significance, and involve principles easy of wide historical application. Very simple points these are, and in the following brief reference to them no attempt will be made to treat them in any elaborate fashion.

"I feel confident that a new era of complete reconciliation between all races has now dawned in South Africa." That was the concluding sentence of Lord Kitchener's pre-Coronation message to Generals Botha, Delarey, and De Wet. Some days previously, Mr. Chamberlain, addressing the members of the Corona Club, expressed the opinion that "we are at the opening of an era of prosperity in South Africa which the country has never previously known." The same hope, the same confidence, find repeated echo in all quarters of the Empire, and the expression of them is strongly accentuated by the manner in which our late enemies have accepted the situation, and not only acquiesced in their defeat, but in many cases exhibited marked satisfaction at finding that the Empire in which they are now incorporated is of such magnitude and stability, and marked by such conspicuous toleration of racial idiosyncracies.

That is excellent and most gratifying so far as it goes, and there is no question that it does go very far towards eventual amity and good government, if nearly everyone concerned is inspired by a genuine wish for such results. But in any case there is a great deal to be done before South Africa can become completely settled, and it is quite possible that some of the measures which are being, or which may hereafter be, taken to that end will not be completely successful. With such very large political problems as that which presents itself in connection with the proposed suspension of the Constitution at the Cape, we are but little concerned in these notes, but there is at least one administrative question to which allusion may be useful, and which is intimately bound up with the objects of this journal. This is whether there is not a danger of making too much haste in not only assuming the reality of peace—an assumption surely justifiable—but also in taking it for granted that all that is now left for the Army to do in South Africa is to leave behind it a sufficient garrison, and to come home.

Such a conclusion as this last is not altogether justified by the history of the British Colonies, and if too freely jumped at might lead to serious consequences. Not serious, maybe, in the way of any future trouble with the Boers as a nation, but rather in the direction of hindering what might be a speedy and complete settlement by withdrawing or reducing forces of order and stability, and giving undue play to developments perhaps of a distinctly unsatisfactory character. There is no doubt that in a very short time immigration into South Africa will be brisk, and will include a number of very undesirable characters quite as troublesome to deal with, and quite as inimical to the real prosperity of the country, as were the more objectionable elements in the population of the Rand before the war. In any case, no doubt, there will be left in South Africa quite enough soldiers to prevent, with the assistance of the police, anything like grave disorderliness or lawlessness from getting the upper hand. But it is an open question whether it would not be well for the next few years to introduce into the civil administration of the Transvaal and the Orange River Colony a military element which should operate in much the same way as does the military element in India, or, to take a later date, in the Soudan.

It is easy to scoff at this suggestion and to argue that civilised communities should be allowed to develop on civil lines, and that it is just the craze for militarism which ruins the chances of German and French colonisation. But there is no real analogy between the situation in South Africa and that in any of the German or French colonies, although there is a comparison which might not unjustly be drawn between the case of the Transvaal and the Orange River Colony and that of Elsass-Lothringen. With the best will in the world on the part of both Briton and Boer in the former South African Republics, it is conceivable that civil administration, without a liberal military admixture, may produce very crooked and even distorted growths, with the result that in ten years' time we may have fresh troubles to deal with instead of a perfectly settled and thriving country. For although we have in England alone a surplus population which it would be a national advantage to transfer to South Africa, and which might there find ample scope for useful and prosperous development, it does not follow that we shall easily retain a racial preponderance in the conquered territories. The Boers themselves are likely to increase and multiply even more rapidly than they have done hitherto under conditions very favourable to infant mortality, and we are opening the door very wide to foreign, as well as to British, immigration.

No one would be so foolish as to suggest the parcelling out of the Transvaal and the Orange River Colony into fresh

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military districts or the retention of any close system of military government. But it may well be urged that at smaller centres at any rate military magistrates might be appointed, preference being given to those who would be prepared to take up residence for some considerable period, and also to associate themselves closely with the district as landed proprietors, on however small a scale. Of course the great majority of British Army officers are hopelessly unfitted for work of this kind, and would, moreover, strongly object to it. But there are not a few who might be trusted to fill such posts with complete success, and there can be no doubt that the ultimate advantage to South Africa of a system of this sort, even if only adopted as a temporary measure, would be enormous. We have only to take the case of India to see how splendidly British Army officers of the right stamp can rise to the occasion when circumstances demand their attention to administrative as well as to purely military work. The Soudan affords another instance of the good results which may accrue from what was originally a pure and simple form of military government, and which still owes much to the military element. In South Africa we do not want the military side to be uppermost—far from it; but there might be a military side all the same, and, with proper precautions, its existence should be much more real than apparent.

In combination with a system of military magistracies those experiments in military colonisation which it is understood will certainly be made in South Africa could be made with much greater chance of success. For one thing is certain, and that is the fact that no military colony is likely to last long or, at any rate, to prosper, unless it is very carefully and effectively supervised by men who can hold the balance steadily between civilian and military exigencies, and who not only can sympathise with the soldier-settler, but who know what land ought to produce under certain conditions. We have hundreds of such men holding commissions to-day in the Yeomanry and Militia, if not in the Line, and these would form a splendid nucleus of administration for the outlying districts in the Transvaal and Orange River Colony. There are retired officers, too, with special qualifications, who might be induced to settle permanently in South Africa by grants of land and the prospect of small stipendiary magistrateships. Surely it is no idle dream, that of a district farmed by Britons and Boers in friendly rivalry, with a fair sprinkling of picked old soldiers among the former, and at the head an officer who has held, or holds, an Army commission, and to whom special powers have been given of administering justice, and settling local matters generally after the fashion of one of the old military district commissioners in, say, the Punjab, where the problems of successful local government have in the past been quite as difficult and complicated as they are to-day in South Africa.

GUNS FROM THE SOUTH.

THE recent experiment of the War Office in converting some of our Militia Artillery into Field Batteries has been productive of such excellent results that the general public as well as the military elements thereof have had their attention more than ever drawn to that branch of the service. The public, moreover, does not only want to know what we are doing in our own islands in military matters. The war, now so happily ended, has been the cause of an acute enquiry into the nature and extent of the British forces beyond the seas—forces brought to such prominence by the "loyalty, courage, and devotion" of our Colonial brothers during our late difficulties.

New Zealand has been especially prominent in her brotherly efforts to make things smooth for the Old Country. On several occasions we have published pictures of the various contingents which this comparatively small colony has freely furnished for the upholding of the honour and integrity of the Empire. The picture we publish to-day is, however, the first purely Artillery picture of New Zealanders. It represents practice on the St. Clair Cliffs, Dunedin, of the B Battery of New Zealand Field Artillery. Ten members of this battery have fought for the Empire in Africa.

Everything is in favour of men and horses in New Zealand. The climate is equable, so much so that animals can be left in the open all the year round with perfect safety. It is sufficiently bracing to keep the brain as well as the muscles and sinews of the men from deterioration. Supplies of all sorts are plentiful, and, above all, there is a race of proved military spirit to carry on the development of New Zealand's Army with energy and ability.

The New Zealand Artillery was divided into seventeen Corps of Naval Artillery and twelve Corps of Artillery, Field and Garrison. The force was mainly devised for the defence of the ports of the Colony. Thus at Dunedin (which, it may be remarked, is the Gaelic for Edinburgh) the main defences are at Ocean Beach, two miles distant from the town, which is the largest, best built, and most important commercial city in New Zealand. It is probable that the Military Scheme may be extended so as to have some part of the Army always ready for Imperial work while still maintaining a force sufficient for home defence. The formation of arsenals and factories of guns and munitions of war will no doubt be considered by the far-seeing Premier and the members of his Cabinet. Mr. Seddon is sure to bring each matter forward at the important conferences soon to be held in London.

The New Zealand Contingent, which arrived on June 21 has received a most hearty welcome here; none of the Colonial representatives, indeed, have been more cordially received.

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GUNNERS IN THE SOUTH PACIFIC.

B Battery, New Zealand Artillery, at Practice.

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A CRUISER SQUADRON OFF PORTLAND.

TROOPER, 5th LANCERS.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

THE importance of the subject is my excuse for coming back once more to the question of the protection of commerce in a Naval war — the importance, and then the feeling that it is not enough to find fault with other people, or even to state a general principle vaguely. One should state one's own view. Accepting this as an obligation, I give, for what it is worth, my own view of what commerce protection means.

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The whole Naval force of a country is engaged in protecting commerce in war. In our case we have a peremptory obligation to keep it going, for if we cannot we are ruined. Our enemies may suspend the movements of their merchant ships for the time being, and apply themselves to destroying ours. But their object is to force us to an unfavourable peace, and prevent us from molesting them in future times, and that also is commerce protection. There are three sub-divisions of the general task. Firstly, we have to tackle the main fleets of our opponent, pursuing and beating them when they come to sea, or blockading them in harbour when we have an established superiority. But all experience shows that success in blockading the main fleets may be attained without rendering it impossible for light squadrons and single cruisers to come out. Therefore we have to think how to dispose of them. I hold that the mere patrolling of the sea routes would not be enough. There are two other more effectual methods which may be adopted simultaneously. One is the capture of the ports from which commerce destroyers can issue. The taking of the French islands in the Indian Ocean and the West Indies was needed to put a stop to their privateers in the old wars. This I count the second sub-division of the task. Of course we cannot capture ports situated in the home territory of any nation we happen to be at war with, for reasons so obvious that they need not be named. But outlying places and colonial ports we can besiege and take. Therefore one of the first measures to be taken in a serious Naval war is the occupation of such ports by a series of combined operations. We acted on this rule in former times, and must follow it still. The attempt to blockade all the fortified ports, say, of France and Russia, would lead to the scattering of our Fleet in small detachments, so that it would nowhere be in effective superiority. The alternative is the capture of the enemy's outlying and colonial ports, the most dangerous first, and so on, till we have reduced him to his home ports only, and have thereby limited the range of his cruisers effectually.

* * * *

It is manifest, of course, that to do this will take time. But what reason is there to suppose that, when a powerful coalition has come to the conclusion that its interests require it to incur the risk and loss of a war with us, it will not be prepared also to take the most effectual way of harassing the British Empire, which is to drag the fighting out, and trust to wear us down by disorganising our commerce? On every principle of common-sense this is what it ought to do. We cannot invade one great Power with three-quarters of a million of men, and still less two great Powers with two armies of three-quarters of a million. Therefore we have no means of getting the better of them except to stifle them by shutting them off from the sea, and so making them yield in time. But though this process may be effectual, it is slow, and when tried against an enemy whose Navy, though smaller than our own, is yet efficient and is likely to be handled with vigour, it will also in all probability be arduous, costly, and marked by occasional checks and failures. Be it what it may, it is our only resource in the case imagined, and we must make the most of it. One way is to root out all the store-houses and places an enemy could use to renew his supplies and repair his damages in distant seas.

* * * *

While we were doing this, and in a lesser degree when we had deprived the enemy of all except his home ports, means must be taken to keep the trade going against the attacks of destroyers. This is the third sub-division of the general task, and the most difficult of all to discharge. My proposition is that we shall have to make use of convoy. But how much, and how is it to be done? No complete answer can perhaps be given without better experience than we have of Naval warfare with steam. Certainly no full solution can be found without careful examination of details. Still, looking at the whole problem, it is possible to fix certain main lines, and to begin by classifying the work. Let us suppose that the war is with the Dual Alliance, and then let us take a track chart of the world. A glance will show anyone who takes the slight trouble to find out where the enemy's foreign ports are, that the sea may be divided roughly but accurately enough into—(*a*) regions of extreme danger to commerce; (*b*) regions of serious danger; (*c*) regions of real but removable danger; (*d*) regions where the risk would be very slight from the first, and towards the end would be *nil*.

* * * *

Taking them in the reverse order, we may fairly calculate that our merchant ships would have little or nothing to fear when they were well beyond the Equator in the South Atlantic, on the West Coast of America (North and South), and in a general way throughout the Pacific. The ports of our presumed opponent in these waters are insignificant and easily mastered, and his strong stations are so remote that cruisers compelled to be tender of their fuel would not care to venture so far away. There would be real danger to the east of the Cape and of the Straits of Malacca so long as France continues in possession of her posts in the Indian Ocean, and of Cochin China, Annam, and Tonquin. Those places would have to be taken by strong expeditions, such as those which took Havannah and Manila, Java and Sumatra in the old wars. But there are regions of the sea from which the Dual Alliance could not be shut out by the suppression of its Naval bases. They are the Atlantic down to 10-deg. or 20-deg. beyond the Equator, and from the western coast of Great Britain westward, which will always be a region of serious peril; while the Channel, the North Sea, the Baltic, and the Mediterranean will be subject for commerce to extreme peril. This classification was practically made in former times, when the chief risks were run in the waters most easily

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accessible to the enemy's privateers and frigates. There is no reason to suppose that the case will be materially altered now. If the commerce destroyer can get out more easily, and reach her cruising ground more rapidly, she will be tied by the necessity of not getting out of reach of fresh supplies of coal, though, as has already been recognised, a successful meeting with a tender, or a lucky capture of one of our colliers, might enable her to prolong her stay at sea.

* * * *

It is within these two regions that there will be the most constant and pressing call for the use of convoy. On the supposition that we have war all over the world with France and Russia, we may have such difficulty in securing the safety of our trade in the two inland seas that it will have to be very materially reduced, or even suspended, for a time. With the obligation on us to blockade Brest and Toulon, to provide Naval forces for combined operations and for convoy, we may be unable to occupy the Baltic. If so, it must go for the time. In the Mediterranean, again, the risk will be so serious that the trade for the East will almost certainly prefer to leave the canal route and go round by the Cape. We may calculate also that merchant ships will prefer to start from Bristol, Liverpool, and Glasgow rather than from the eastern ports. These alterations would at least simplify the task of giving protection. The supposed impossibility of using convoy would, in fact, be no impossibility at all when the main current of our oversea trade was going straight out to the Atlantic. It would have to leave in successive swarms, each under its own guard. Vessels ultimately meant for different seas would still keep company till they were 400 or 500 miles beyond Ireland or the Scilly Isles, and then separate for their final destination. Until the point of dispersion was reached they would be accompanied by the squadron told off to guard them, which would then return home or go wherever the Admiralty wanted its services. The rest of the voyage would be performed under the protection of the one or two ships told off to tackle small commerce destroyers—the only enemy likely to be met in more distant seas. Of course this interference with the free movements of ships would hamper and distress our trade very greatly. The *tertius gaudens*, or rejoicing neutral, would cut into a good deal of our business. But that is the inevitable consequence of having a great Naval field to patrol and the result of not submitting to these restrictions is something far worse.

A PERSIAN MILITARY PUNISHMENT.

TO those acquainted with their "Arabian Nights' Entertainments" the word "bastinado" is as well known as "cat" or "dog." It is known more or less to be a whipping, generally on the feet, sometimes on the back; but very few can have any idea of the excruciating agony the hapless subject of this inhuman punishment has to endure. Nothing is thought of maiming a man, perhaps for life, certainly for many months. As the photograph reproduced here clearly shows, the "whip" is no mean weapon. It is no doubt true that, as a general rule, Persian punishments are not vindictive. Royal clemency is shown on occasions with an extraordinary want of judgment, and, as a matter of fact, a man is seldom or never imprisoned for more than twelve months. That, of course, refers to civil offenders. In the Army matters are different. The native officers, taken as a whole, are but poorly educated, and with a very slight knowledge of military affairs. What European officers and instructors there are have no control whatever, and it is small wonder that military service is unpopular. The "sarbaz," or common soldier, has a very rough time of it. He is not over-well fed, although, being by nature frugal, that does not seriously inconvenience him; and his pay, seldom less than eighteen months in arrears, never reaches him in full. Sir Charles MacGregor, whose visits to Persia brought much interesting matter to light, found the Persian soldiers, as a rule, of fine physique, muscular, and hardy; but, he adds: "They have to subsist principally on their rations for their pay of seven tumans (16s.) is seldom realised up to half the amount." The cavalry is the most effective branch of the Army, and, with careful instruction, might easily be moulded into a fine body of men. They are naturally fond of animals, and even the sarbaz has his donkey to help him on his long marches. At this time, when many military offenders have been pardoned, it is interesting to consider how other nations chastise their unruly "Tommies." But we can be thankful that the bastinado is not used in this country.

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PUNISHING A MILITARY OFFENDER.

How the bastinado is used in Persia and other Eastern countries.

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A FLAG-SHIP'S OFFICERS.

Photo. Copyright *Crockett.*

ADMIRAL SIR COMPTON DOMVILE, K.C.B., AND OFFICERS OF THE "BULWARK."

Reading from left to right the names are: Back row—Chief Gunner Ferraro, Asst.-Engr. Gorges, Art.-Engr Angus, Carpenter Porter, Boatswain T. Coleman, and Boatswain Ahern. Second row—Engr. Jenkins, Lieut Kennedy, Lieut. Howard, Lieut. Franklin, Lieut. Grieve, Lieut Croker, Flag-Lieut. Innes, Engr. Moss, Lieut. Pearson, Sub-Lieut. Hon. Bingham, and Chief Gunner Southard. Third row—Fleet-Paymaster Brambla, Fleet-Surgeon Crowley, Chaplain and Naval Instructor Francis, Captain Hamilton, Admiral Sir C. Domvile, K.C.B., Commander Philpotts, Major Peile, C.B., R.M.L.I., Fleet-Engr. Frost, and Sec. Krabbé. Front row—Mid. Foote, Mid. Gill, Mid. Darke, Mid. Maconochie, Asst.-Engr. Heath, Asst.-Engr. Lobb, and Act.-Gunner Mock.

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THE MEDITERRANEAN FLAG-SHIP.

Photo. Copyright. *Crockett.*

THE "BULWARK" FLIES THE FLAG OF SIR COMPTON DOMVILE.

It is a painful thing to tell a popular poet he is mistaken. But it is not true to say that "Britannia needs no Bulwarks." She needs as many of them as she can get, of the splendid kind our illustration shows This noble 15,000-ton battle-ship is the new flag-ship of the Mediterranean Fleet, with Sir Compton Domvile's flag at the main. Her heavy guns weigh fifty tons each, and can throw a shell weighing 850-lb. to hit an enemy's ship at 6,000-yds—the long-range aiming limit at sea.

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ONE OF OUR LATEST BATTLE-SHIPS.

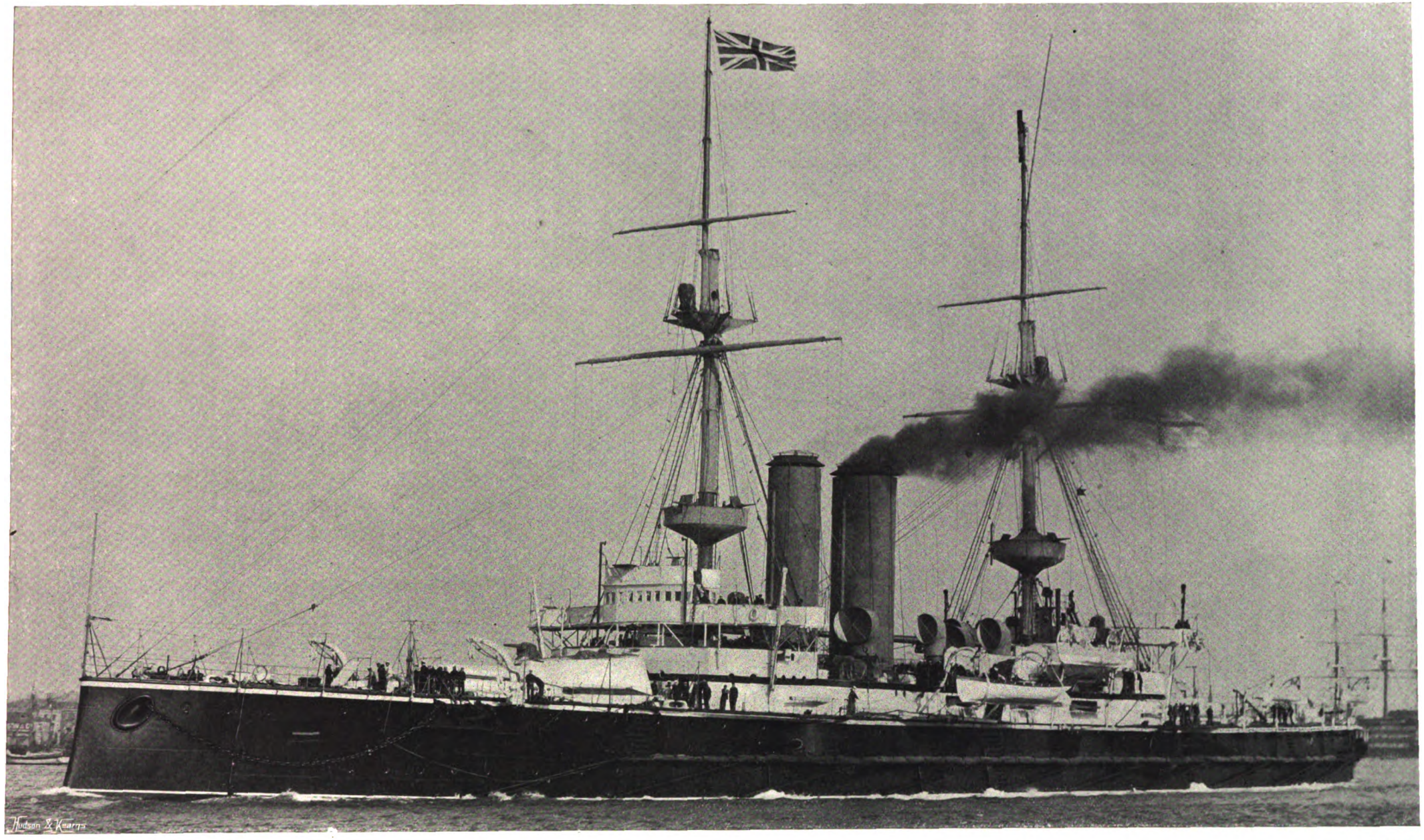

Photo. Copyright. *Symonds.*

THE "VENGEANCE."

Leaving Portsmouth for the Mediterranean.

The "Vengeance" is a first-class steel battle-ship of 12,950 tons displacement, with an indicated horse-power of 13,500. Her armament consists of four 12-in., twelve 6-in., with eighteen smaller guns, all of them quick-firers, and four torpedo-tubes. Her speed is 18 25 knots, and she carries a complement of 750 officers and men. A former "Vengeance" captured the French "Entreprenant" in 1761, and was present at Sebastopol in 1844.

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THE SHIP'S OFFICERS.

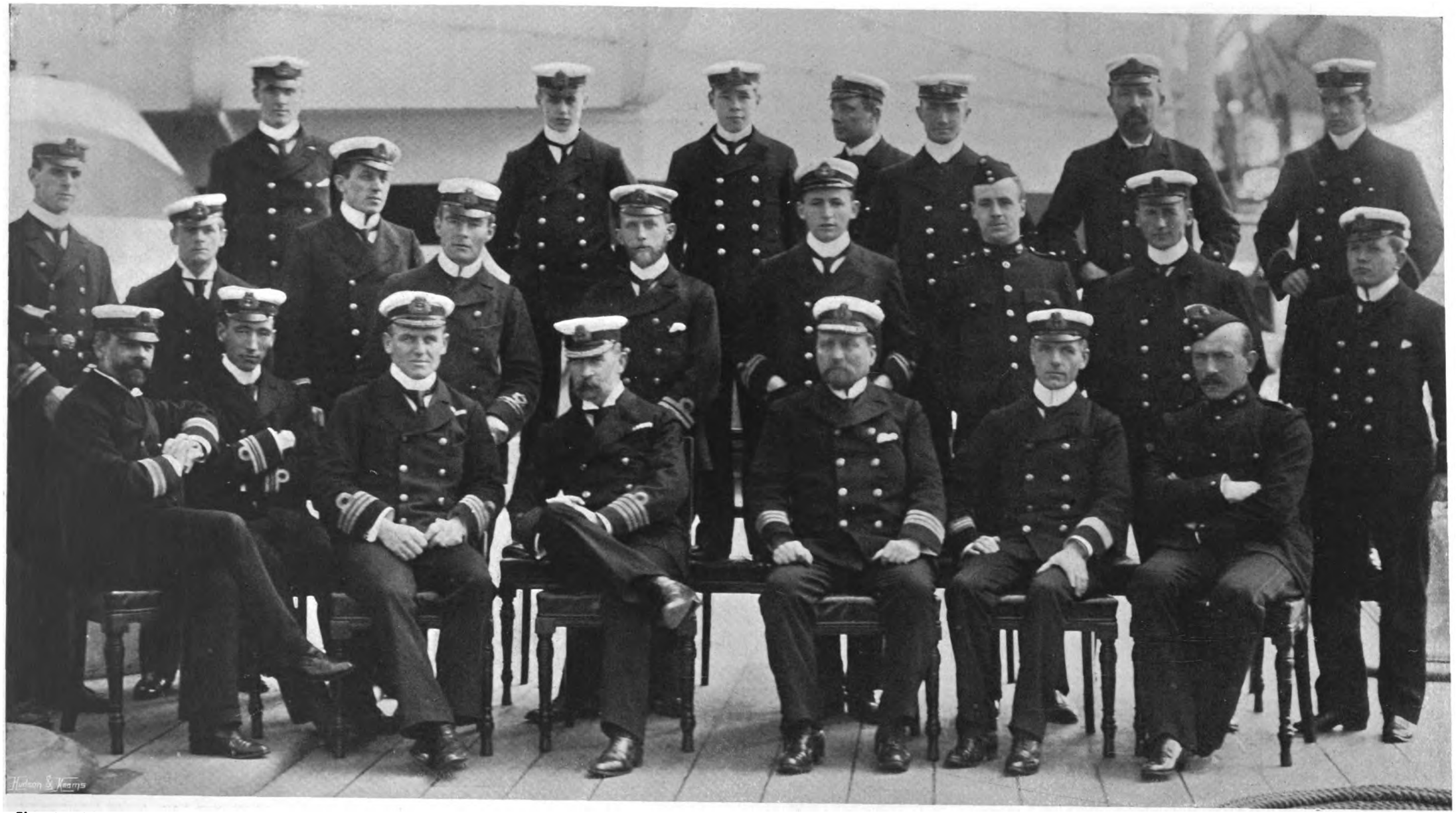

Photo Copyright. *Symonds.*

CAPT. LESLIE C. STUART, C.M.G., AND OFFICERS OF THE "VENGEANCE."

Reading from left to right the names are: Back row—Gunner C. H. Crompton, Asst.-Clerk A. J. Carter, Asst.-Clerk F. L. Horsey, Gunner J. E. Davenport, Boatswain W. T. Carlyle, Carpenter T. Merriman, and Asst.-Engr. S. R. Lewis. Middle row—Lieut. A. M. H. Phillips, Lieut. D. T. Norris, Asst.-Paymaster F. C. Brown, Lieut. H. H. Penrose R.N.R., Lieut. E. G. Durrant, Lieut. L. M. Darbyshire, Lieut. H. B. M. Panton, R.M.L.I., Surgeon H. C. Woodyatt, and Sub.-Lieut. C. E. M. Law. Front row—Staff-Surgeon H. Meikle, Lieut. G. W. Vivian, Commander F. C. H. Allenby, Capt. L. C. Stuart C.M.G., Fleet-Engr. W. Coleman, Staff-Paymaster H. N. Dymott, and Capt. G. N. A. Harris, R.M.A.

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THE SHANGHAI VOLUNTEERS, WHO ARE SENDING A CONTINGENT OVER FOR THE CORONATION.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

LAST week reference was made to the possible effects of the formation of the Special Service Section in the Volunteer Force, and a hope was expressed that by the exercise of some common-sense, and the ability to recognise how greatly the circumstances of Volunteers necessarily vary, no ill-feeling would result between the two divisions into which the Force will now be separated. It is still sincerely trusted that such may prove to be the case, but casual conversation with Volunteers of all ranks very clearly reveals that a distinct apprehension on this point is widely felt. "It is not merely a question of being *in the know*," said one Volunteer of longservice; "it is a knowledge of human nature." There are also side issues which possibly have not received due consideration. As a matter of convenience, it is quite "on the dice" that a number of the Special Service Volunteers might be at any time called out, even when no emergency was apparent, or even existent. Employers could then hardly be expected to regard the sudden withdrawal of their assistants with the indulgence that they manifested under the influence of the patriotic spirit universally aroused in the early stages of the Boer War. Inconvenience to the employer and hardship to the employé are therefore not altogether unlikely to ensue. How far any such scheme will be successful is always a matter of conjecture, and it would be ill-advised to pronounce judgment until a really fair trial has been afforded. The present opinion of a large proportion of Volunteers is known; but in practice, after all, the adoption of the scheme may haply prove advantageous both to the nation and to the Force.

The Bisley Meeting is getting within measurable distance, and it is generally thought that there is a fair prospect of its being an unusually good one financially for the National Rifle Association. The changes which have this year been introduced into the programme seem to have met with general approval. The alteration in the second stage of the King's Prize has received a good deal of notice. Last year the firing was ten rounds each at 600-yds. and 800-yds. This year the twenty rounds will be shot at 600-yds. It is obvious to all that twenty consecutive rounds will be a hard shoot, but it is generally deemed fairer, as a great number of the 300 who get into the second stage have had but little opportunity of practising at 800-yds. One well-known marksman does not consider that the Council has acted wisely in ruling that there will be no sighting in the Unlimited Entries Competition. In this competition men enter who appear at Bisley for the first time, and under the old conditions they could find out their elevation with a sighter. Under the new conditions it is thought that these men have a very poor chance of getting into the prize-list. The National Rifle Association's official notices include one which will not be read with pleasure by the friends of the Volunteer Force. This notice states that the military authorities have observed the failure of some of the Volunteers when travelling, and at Bisley in uniform, to wear their uniform correctly and to show respect to officers. For the credit of their corps, and of the Force at large, it is sincerely to be hoped that the need for such rebuke may never again be caused by any competitor.

The necessity of attending camp was the most prominent feature in the new Volunteer Regulations to which general exception was taken, but the question has been so thoroughly threshed out that further comment must now be needless. The regulation, however, by which in order to have his drills recorded a Volunteer must put them in with his own company, is already working very unsatisfactorily, and throughout the country, and especially in the Western District, complaints are heard of its evil effects. It is, presumably, considered by the War Office that to secure a maximum of efficiency a Volunteer must always be instructed by the same officer. There is no doubt that it is a great advantage to men to thoroughly know, respect, and have confidence in their officers, and such feelings certainly cannot be at once evoked by an officer almost personally unknown to the men under his command. At the same time, the civil duties of many members of Volunteer corps make it impossible for them to attend drill on the evenings marked for their particular companies, and by them the enforcement of the hard-and-fast rule is regarded as a grievance.

Moreover, in the interests of discipline it would probably be a good thing that Volunteers should gain a little more practice in at once recognising superior authority, irrespective of the officer in whom it happens at the moment to be personified. This remark, however, must not be understood to in any way dispute the correctness of the general principle enunciated by the War Office, but merely to suggest that a relaxation of the rule mentioned might not be entirely unattended with benefit. As the camp regulation usually presses more severely on the London battalion than on the provincial, so the individual company training seems, as might be expected, to cause far greater inconvenience in the country than in the large towns. It ought to be feasible to devise some fair means of meeting the difficulty.

The formation of the Imperial Yeomanry was certainly a most distinct feature in the late war. It is true that some dissatisfaction was expressed with the quality of one draft at least on its arrival in South Africa, but when the hurried manner in which men were recruited and trained is taken into consideration, it is a matter of pleasure and surprise that the record is generally so good. It cannot be denied that the part played by the Yeomanry at the front has greatly popularised this branch of the Service. At an annual squadron dinner of the Middlesex Yeomanry it was explained that that particular section had in one year increased from a strength of but thirty-five to 125 at the present time. An officer, indeed, to afford an example of the keenness in recruiting, related how the sergeant-major recently sent to him for examination a man who actually had a glass eye. Army Orders have granted permission that spectacles may be worn by soldiers on duty, and that recruits with false teeth may be enlisted. It may safely be assumed, however, that the man with the glass eye was rejected.

To a certain extent Royal Commissions are not in the same position as the War Office, according to the Secretary of State's opinion, as recently expressed. Mr. Brodrick related that when a certain young Scotch minister enquired of an elder what he should preach about when he had nothing to

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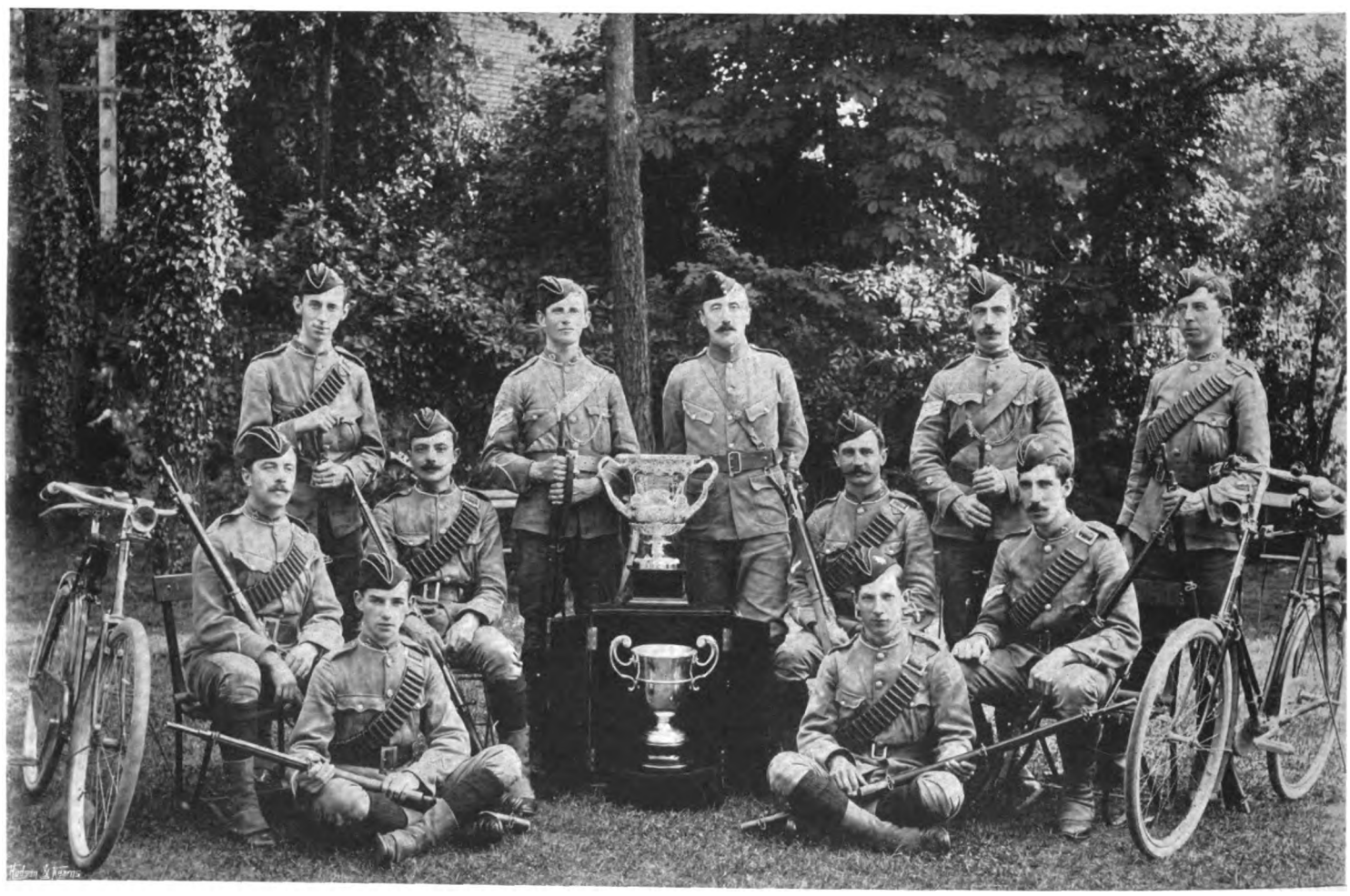
say, the elder replied, "Abuse the devil, for he is not popular." So, Mr. Brodrick contended, when the ordinary writer had nothing to say, he "abused the War Office, for it was not popular." The report of the Royal Commission on the Education and Training of Officers of the Army, however, appears to have been compiled on very popular lines. In his evidence before the Commission, Major-General Turner, ever a good friend to the Forces of which he is Inspector-General, expressed a wish that a certain number of commissions in the Regular Army should be given each year to Volunteer officers. Of course, he acknowledged that several had been conferred during the South African War, but in normal times none were given, either to the Yeomanry or the Volunteers. Major-General Turner asserted that, "It would be a great encouragement to them; they think it raises their level." There is little doubt but that the Inspector-General of Auxiliary Forces here most truly and concisely expressed the general feeling of both Yeomanry and Volunteer officers. His suggestion was that in this matter Yeomanry and Volunteer officers should be admitted under conditions as nearly as possible identical with those under which Militia subalterns are, after examination, passed into the Regular Army. The scarcity of Volunteer officers is already so great, and in some cases so injurious, that no surprise will be felt on learning that Major-General Turner was asked if he did not think such a course would tend to deplete the number of Volunteer officers. Most sensibly he answered that he would not give them very many commissions. He would give them just a few, and the Yeomanry officers would, naturally, go to the Cavalry. It is sincerely to be trusted that the authorities will act upon Major-General Turner's proposal.

It is understood that by many zealous Army officers cordial support has been afforded to an excellent project of the National Rifle Association. There are now considerably over 200 rifle clubs affiliated to the Association, and it is justly thought that the members of these should have the opportunity of attending a camp in the summer of each year, and obtain the advantage of larger facilities for shooting practice.

An experimental camp is, we believe, to be formed in the middle of August, for which a magnificent site, with full range accommodation, has been acquired at Clacton-on Sea. It is estimated that the members will be able to enjoy a pleasant and profitable week at a most reasonable expenditure, and we venture to predict success for this last scheme of the National Rifle Association.

UP-TO-DATE VOLUNTEER CYCLING.

Military cycling in connection with the Volunteer Movement has not had an altogether smooth and untroubled history. In its earlier days there was a good deal of enthusiasm wasted on it, for the simple reason that the proper functions of the military cyclist were imperfectly understood, and the War Office took little or no trouble to enlighten Volunteers as to the proper grooves in which to work as regards their cyclist sections, the majority of which, accordingly, were formed and trained without any idea of uniformity. We have, however, largely changed all this of late years, and with proper encouragement a much better, more practical, and more harmonious system has been organised. In not a few instances a degree of efficiency has been attained which has won the warm commendation of distinguished critics.



CYCLISTS OF THE 4TH V.B. HAMPSHIRE REGIMENT.

Winners of the Wolseley Cup 1899 *and* 1900, *Elkington Cup* 1900 *and* 1901.

We produce an illustration of the shooting team of the famous 4th V.B. Hampshire Regiment Cyclist Company, which has more victories to its credit at the National Rifle Association Bisley Meeting than any cyclist company in the Volunteer Force. Formed in 1889 as a cyclist section, probably one of the earliest in the provinces, it sent a team to the Bisley Meeting of 1892, which won the Starley Competition for military cyclists. In 1893 it took second prize in the same contest, and in the years 1894-95-96-97 secured first prize on each occasion, a second team from the same section securing the second prize in 1894. In 1900 and 1901 the Elkington Cup, which superseded the "Starley," was won by a team from the 4th Hampshire Company. In 1899 and 1900 the Wolseley Cup was secured by the team, after it had gained second place in the two previous years. These two competitions, which are "open" contests, are a severe test of the capacity of Volunteer cyclists, a distance of forty miles being covered before the teams shoot for the trophies. The 4th Hampshire Section was formed into a company in 1901, and now numbers eighty-five officers and men. Lieutenant S. G. Smith, who commands in the absence of Captain Thomson in South Africa, has been a member since the formation of the section in 1889, and for many years his Cyclist Drill was almost universally used by Volunteer cyclists.

From Photos. by the Royal Central Photo. Company, Bournemouth.

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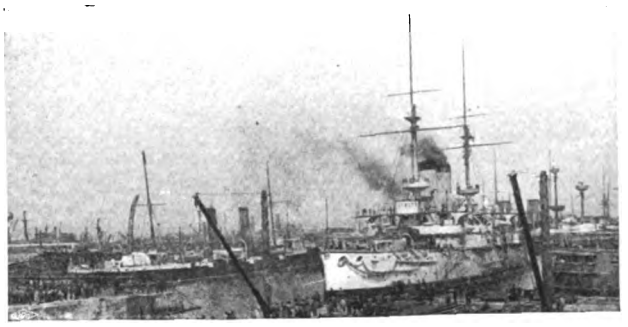
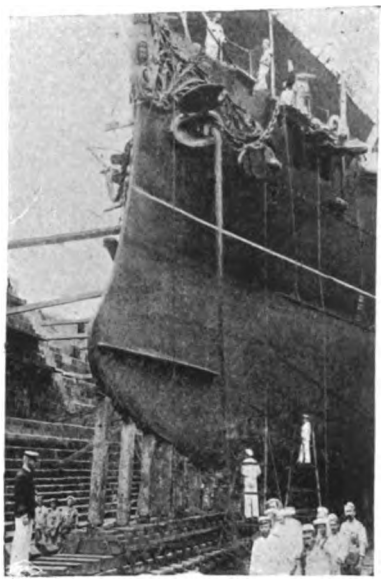
A THOROUGH OVERHAUL.



STEAMING OUT OF DOCK.



READY TO LEAVE.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

LAST week some allusion was made in this record of policy and progress to the Naval affairs of Germany, and it may now be interesting to see how far the intentions implied by the German Navy Act of June 14, 1900, have been carried into execution. That measure, expanding and amplifying the Act of April 10, 1898, was in many ways remarkable—remarkable because it proposed, as was said in the preamble, to make Germany equal to "the mightiest Naval Power," and because the Government secured its ready acceptance mainly owing to the extraordinary frenzy caused in Germany by the South African War. So strong was the feeling engendered that something like an appeal was thought desirable to the members of the Pan-Germanic League and other Chauvinists urging them to keep quiet while the fleet was being built, and not, in the words of Bismarck, to attempt "to do the work of their grandsons." The Emperor, on June 15, 1900, being the morrow of the new Act, telegraphed to the North-German Lloyd that, when the work of building the navy should be completed, "Germany must be able to impose (*gebieten*) peace on sea as well as on land," and about a fortnight later the same exalted authority declared that "nothing can now be decided on the sea, or in distant lands beyond the sea, without Germany or the German Emperor." Then eager discussions and impassioned utterances of the time, and perhaps still more the popular interpretation given to them, undoubtedly tended to spread abroad some doubt as to the ulterior aims of Germany, and the tendencies and movements of opinion in that country touching the future were certainly diverse, emotional, and in their essence more than a little obscure. "Meanwhile," observed, somewhat cryptically, an influential journal of the Fatherland, "let us go on building ships and trust to the German God."

Notwithstanding a certain perfervid attitude of mind with which some Germans regarded the Navy, it is very noteworthy that the Navy Department cherished no illusions and approached its work in a most practical spirit. It has done far more than merely build ships. It has increased and developed the Naval resources ashore, and has laid down an adequate plan for providing officers and men, implying the creation of a strong reserve. It has given the ships themselves a *Lebensdauer*, or period of life, during which they shall be considered effective—battle-ships twenty-five years and cruisers twenty years. They will not become useless after that time, but will constitute a strong second line, and be capable of action in home defence or against any ships as old as themselves. The battle fleet, under the new law, is to comprise two flagships and four squadrons each of eight ships, with four ships as a reserve, making thirty-eight battle-ships in all. It was arranged that this list should include provisionally the four ships of the "Sachsen" class, the "Oldenburg," and the eight coast-defence ships of the "Siegfried" class, which last are being lengthened to increase their coal capacity and range, and to fit them to take their place in a sea-going squadron. The list also includes the four ships of the "Brandenburg" class, which are also being improved, the five "Kaisers," and the five ships of the "Wittelsbach" class, all of which are completing afloat. Each class shows an advance on its predecessors, and the latest type, beginning with "H" and "J," laid down last year, and "K" and "L," lately put in hand, are a very considerable improvement, the displacement being increased from 11,800 tons to 13,000 tons, and the heavy guns from 9·2-in. to 11-in., and the secondary guns from 5·9-in. to 6·7-in., while the protection is markedly better.

I do not, however, propose now to describe the ships, since their characteristics may be found in the "Naval Annual" and elsewhere. What may be more important is to show how consistently the programme is being carried out, and how the vigorous policy is bearing fruit in increasing the shipbuilding resources of Germany. "H" is in hand at the Germania Yard, Kiel, "J" is at the Schichau Yard, Danzig, "K" at the Vulcan Yard, Stettin, and "L" also at the Germania Yard—the last-named being the thirty-first battle-ship towards the thirty-eight which are to complete the establishment. When six more have been laid down (1903-5) the building of vessels to replace the old "Sachsen" and "Siegfried" classes will begin, and the thirty-eighth ship will be commenced in 1909, while the substitute vessels or *Ersatzbauten* will be put in hand in the years up to 1916. It deserves to be noticed, however, that there are indications that long before that time a new programme will have been introduced, and the increased shipbuilding resources are not by any means exhausted. Work is pushed on rapidly in the State yards at Kiel and Wilhelmshaven, at each of which two magnificent dry docks are being completed. The Germania Yard at Kiel, now associated with the famous Krupp Works at Essen, is one of the finest shipbuilding establishments in the world, and is provided with covered slips, steam and hydraulic apparatus, and shops and offices of all kinds. The "Kaiser Wilhelm der Grosse" was completed there in 39 months, and it is hoped to complete the "Zähringen" in 33 months. The German "record" was made by the Schichau Yard at Danzig—a splendid new establishment developed from small beginnings—with the "Kaiser Barbarossa," completed in 33 months. We, it is true, did much better in making the "Magnificent" and "Majestic" ready for sea in 24 and 22 months, but the "Canopus" was in hand 35 months, the "Ocean" 36, the "Goliath" 39, the "Glory" 47, and the "Albion" 51, and other ships have lingered long before hoisting the pennant. The Germans are thus our equals in shipbuilding, and it must be admitted that their constructions are turning out well. The five battle-ships of the "Kaiser" class are all now in commission, and the last two of the "Wittelsbach" class (the "Mecklenburg" and "Schwaben") are expected to be made ready for sea at the Vulcan Yard, Stettin—yet another of Germany's great shipbuilding establishments—and at the State Yard, Wilhelmshaven, respectively, in March and November, 1903, and within periods from the laying down of 33 and 36 months.

Not less vigour is shown in adding to the list of cruisers. Twelve large vessels of the class were in the programme, completed by the building of the armoured-ships "Fürst Bismarck" (10,650 tons), "Prinz Heinrich" (8,868 tons), and the "Prinz Adalbert" (9,050 tons), the last-named to be out of hand at Kiel this year. Meanwhile provision is made for replacing the three antiquated ships in the list of twelve by laying down substitutes for the "König Wilhelm" and "Kaiser" in 1902, and the "Deutschland" in 1903, and

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other large cruisers of protected classes will be replaced later on. The new vessels are armoured cruisers of 21 knots, protected from stem to stern and at every chief gun position with Krupp steel, and armed with four 8·2-in. guns, mounted as in battle-ships; ten 5·9-in. guns, some of them in turrets; and many smaller. They will be as efficient as any armoured cruisers in the world. Just as active is the work of building smaller cruisers—vessels of about 2,700 tons and 21½ knots, well armed and with some protection, of which the "Frauenlob" and "Arcona" have been launched this year, while four more are in hand. Of such craft—even if no stronger cruiser programme be initiated—not less than twenty-nine are to be built by the year 1917. There are large numbers of destroyers also—boats of 350 tons and 28 knots—twenty-four of them put in hand at Schichau's yard, Elbing, and the Germania yard, Kiel, between 1889 and 1902.

A study in completeness and sound organisation is the German Navy. Imaginative in its origin, it is practical in its evolution. Nothing is omitted, and the personal element is valued as much as the material. Other nations might increase their strength on completed vessels, but it was laid down in the German Act of 1900, that officers and men were the final necessity. Year by year, from the figure of about 29,000, there will be an average addition of 1,776 annually, giving an increase of 35,551 by the year 1920 (in which the last vessels constructed under the Act will be ready for sea), and a total establishment in round numbers of 65,000, besides a trained reserve of at least 100,000. Nor was the matter of training forgotten, for the squadrons are organised in such a way as to form a true "school" for officers and men, and the training establishments ashore and afloat are being increased and strengthened to cope with the needs of the Emperor William's Fleet.

THE VALUE OF TORPEDO-BOATS.

A TORPEDO-BOAT, although a very small and insignificant-looking craft, can do an enormous amount of damage if allowed to operate unchecked. It is a type of vessel that combines the qualities of great speed and extreme handiness, and at the same time should present as small a target as possible for an enemy's guns. The first boat of this kind that was ever constructed was the one built for the Norwegian Government in 1873 by Messrs. Thornycroft. She was of comparatively small dimensions, being only about 57-ft. long by 7½-ft. beam. She had a displacement of 7½ tons, and could steam at the rate of nearly 15 knots. The Torpedo-boat No. 23 shown in our illustration is the outcome of experiment after experiment, each one of which has benefited by the last, but all having for their basis the idea that was first put into practical form about thirty years ago.

The first English torpedo-boat was launched at Portsmouth in 1877, and was named the "Lightning." This boat was also built by Messrs. Thornycroft, and had a length of 85-ft. and 11-ft. beam. Her displacement was but 27 tons, and she was capable of steaming at the speed of 19 knots.

No doubt the next big naval war in which Great Britain is involved—which we sincerely trust will never be—would prove conclusively whether or no the "torpedo-boat" stands much chance of surviving a fight, once she has been sighted. This is all the more doubtful when it is remembered that torpedo-boat destroyers, electric search-lights, quick-firing guns, and heaps of other defensive weapons have been devised with which to counteract the harmful qualities of these little black craft, which creep along, making use of all possible cover until they get within range of a stately battle-ship or cruiser. Then a torpedo is fired, which if it strikes its target squarely lessens the number of opposing ships by one. Then before anyone is aware of it she has veered round and is off again on some fresh voyage of destruction. But when the destroyers are taken into consideration this sort of thing would be extremely risky work, and a torpedo-boat would need to have an expert crew and a capable and daring commander. Even then the circumstances have altered so considerably since the first boat of this type was built that it is odds against their being successful in modern warfare. Should one, however, get past the destroyers unseen then a very different tale would be told.

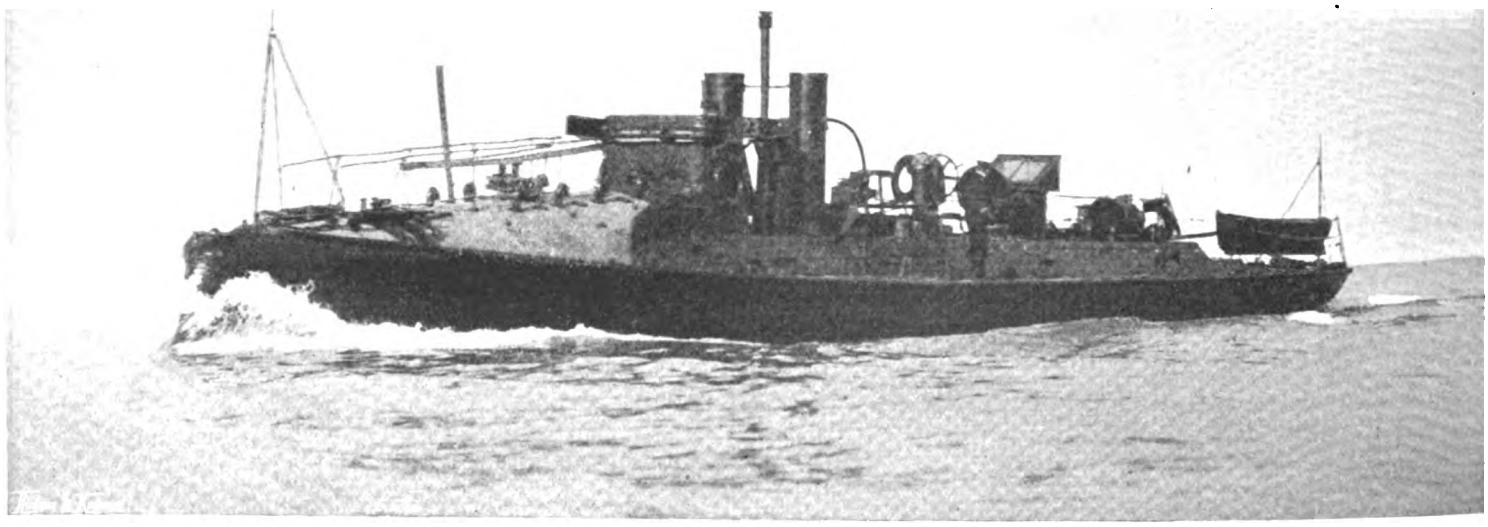

Photo. Copyright. **Cribb.**

TORPEDO-BOAT No. 23.

Built by Messrs. Yarrow and Co., launched, 1885. Length, 113-ft. Displacement, 67 tons. Indicated horse-power, 600. Nom. speed, 19·5 knots. She has three torpedo-tubes.

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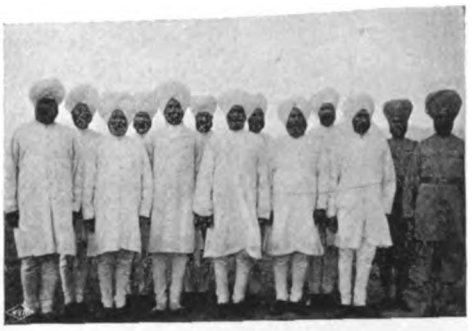
OUR INDIAN EMPIRE.

By CAPTAIN OWEN WHEELER.

HOSPITAL ASSISTANT ISSUING QUININE.

NATIVE MOUNTED INFANTRY.



NATIVE OFFICERS, 14th SIKHS.

A Running Record of Military Life and Incident in the "Shiny East."

THE definite fact that Lord Kitchener is the "Commander-in-Chief designate"—to use the words of Mr. Balfour in the House of Commons — of the Indian Army, leads me to suppose that readers of these notes may find some interest in a few discursive remarks on the great appointment in question, together with a passing reference to the more recent holders of it. Having served at Indian Army headquarters for three years, and having more than once been brought into intimate association with the Commander-in-Chief in India for the time being, I may claim to speak with some knowledge of the subject, but it is quite possible that here and there slight modifications may have taken place in regard to details connected with the position since I was at Simla. It must also be remembered that the chiefship in India is not officially what it was before the reorganisation of the Indian Army in 1895, while at this moment changes are taking place in the direction of further decentralisation of military responsibility.

The Commander-in-Chief in India is on an altogether different footing from that on which the Commander-in-Chief of the British Army stands. In some respects he is a much more important individual, for he is a member of the Viceregal Council, and is, therefore, as it were, an Indian Cabinet Minister. He can give a vote in council on civil as well as military matters, and in some civil questions, especially those connected with railways, may speak with particular authority from a strategical standpoint. But, like the Commander-in-Chief at the War Office, he is subject to considerable restrictions. There is a military department of the Government of India which is independent of the Commander-in-Chief, and to a large extent controls his expenditure, just as the "civil side" of the War Office, with Mr. Brodrick at its head, controls that of Lord Roberts. The head of the military department of the Government of India is inferior in rank to the Commander-in-Chief, being usually a major-general or lieutenant-general, but he is a full member of the Viceregal Council, and therefore possesses an influence which the Commander-in-Chief, unless he happens to be, as Lord Roberts was, an exceptional personality, would find it difficult to disregard. These restrictions notwithstanding, the Commander-in-Chief in India is a very big man indeed, even among the Tritons of Indian administration, and this fact is pleasantly recognised in his salary of 8,333 rupees per mensem, which, even with the rupee at 1s. 4d., is a satisfactory sort of income.

The Commander-in-Chief in India when not on tour is usually at the headquarters of the Government, and at Calcutta has official quarters in Fort William allotted to him. At Simla he has, or used to have, to make his own arrangements so far as a private residence is concerned, and it goes without saying that such arrangements, which must include a personal staff, consisting of at least three A.D.C.'s, besides the military secretary, surgeon, and interpreter, are necessarily on a rather extensive scale.

During the cold weather the Commander-in-Chief usually goes on tour, sometimes merely travelling from station to station by rail, but not infrequently marching across country with the special equipage which is kept in store for such purposes. I have made some allusions in previous instalments of these notes to a "flying camp" of the Commander-in-Chief, of which I had charge, a very pleasant and instructive experience for a youngster, and one that certainly gave a very marked impression of the grandeur of an Indian Commander-in-Chief's position. It is little wonder that the natives regard the "Lord of Battles," as they call him, with peculiar respect, when they see him making a progress along some little-known route with a camp equipage which, not taking the escort into consideration, requires half a hundred elephants and a couple of hundred camels to move it.

Reverting to the official position which Lord Kitchener will hold, this, as has been noted, is now rather different from what it used to be in the days of the old Presidency armies, because then the Commander-in-Chief in India was not only the military overlord of the Presidency chiefs, but the commander of the Bengal Army as well. Now, Bengal, like the Punjab, Bombay, and Madras, is a separate command held by a lieutenant-general with a large and increasing measure of responsibility and power. Altogether distinct from these great commands is the Headquarters Staff of the Army in India, at the head of which is the Commander-in-Chief. There can be no question that the new system makes for greater efficiency, and leaves the Commander-in-Chief himself much more free than he formerly was to initiate large measures of reform, and otherwise to discharge the higher responsibilities of his great office. Into the detail of the Army Headquarters Staff it is not necessary to enter here, but it may be stated briefly that it includes much the same departments as those which are in prominent evidence at the War Office, namely, those of the Adjutant-General, the Quartermaster-General, Inspector-Generals of Artillery, Cavalry, and Volunteers, and of the Principal Medical Officer, the Principal Veterinary Officer, the Judge-Advocate-General, the Inspector of Gymnasia, and the Director of Military Education.

In both the Adjutant-General, Major-General Smith-Dorrien, and the Inspector-General of Cavalry, Major-General Elliot, Lord Kitchener will have under him officers who have done brilliant service in South Africa, while scattered throughout the Headquarters Staff and the great Army commands there will be many another who have done well under "K," and whom he will surely be glad to have under his orders once more in a country which will otherwise be rather strange to him for some little time to come.

For it will be seen on looking back over Lord Kitchener's career that his association with India has hitherto been peculiarly slight. From time to time, of course, he had Indian officers serving with him in Egypt, and some of those who did particularly well with him, Sir Hector Macdonald, for instance, had previously distinguished themselves in India. But probably there are few officers of high rank in the British Army who have had so little to do with India as the man who is now about to take up the Indian command, and by whose appointment it is to be hoped that the rival Indian and Egyptian "schools" of military thought will be happily linked in future friendliness and mutual self-respect.

Turning to the roll of recent Commanders-in-Chief in India there is an officer still living who, in his own person, carries back our memories of the appointment to 1876. This is Field-Marshal Sir Frederick Paul Haines, G.C.B., G.C.S.I., C.I.E., who was born in 1819, and is one of the few surviving veterans of the Sutlej Campaign of 1845-46. When he was Commander-in-Chief in India the Afghan War broke out, and he himself directed the military operations between September, 1879 and 1880.

Sir F. P. Haines was succeeded in 1881 by the late Field-Marshal Sir Donald Stewart, who was one of the finest characters and best soldiers that India has ever seen. A level-headed and extremely skilful leader, he was also a notable administrator and wise councillor, to whom much of

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the present efficiency of the Indian Army is unquestionably due, for, undoubtedly, he initiated and paved the way for many reforms for which his successors have reaped the credit.

In 1885 Sir Donald Stewart gave place to Lord Roberts, whose tenure of the chiefship lasted until 1893, and whose Indian record is sufficiently familiar even to the general reader. In 1893 Lord Roberts came home, though he might, if he had wished it, have had another extension, and was succeeded, a little to the surprise of some, by Sir George White. The latter had attained a high reputation by his pacification of Burma, but his juniority—he was only a major-general—was thought to be against him, and the appointment met with some criticism. It was, however, justified by the event, and in carrying out the reorganisation scheme of 1895, and directing the Chitral Relief Expedition of the same year, Sir George White exhibited the highest qualities. The last years of his term of office were rather luridly marked by the great Frontier Risings, and it was with some relief that those well versed in Indian affairs saw the Indian command in 1898 taken over by that splendid fighting soldier and Frontier leader, Sir William Lockhart. The latter's tenure of the command was, however, cut short by his untimely death, and the interval between that sad event and Lord Kitchener's appointment has been filled by the chiefship, at first acting but latterly substantive, though restrictive, of Sir Arthur Power Palmer.

It will be seen that Lord Kitchener has had some notable recent predecessors, but it is none the less likely that his remarkable personality will leave upon India and the Indian Army a very distinct and doubtless beneficent impression.

A DURBAR AT ADEN.

ON May 5 a rather important ceremony took place at Aden, at which H.H. Sultan Sir Ahmed bin Fadthl of Lahej was invested with the warrant and insignia of the Order of Knight Commander of the Star of India, an honour which is much coveted, and which is only given to those who have shown themselves to be worthy of it. The Durbar was held on the Parade Ground, in large marquees which had been erected for the purpose. A Guard of Honour was furnished by the men of the Dublin Fusiliers, and salutes were fired by the Royal Garrison Artillery. The Sultan of Lahej, on his arrival, was greeted with a salute of nine guns and given a seat on the right hand of General P. J. Maitland, C.B., who was to make the presentation.

After the preliminary greetings were over, General Maitland addressed the gathering, saying that the honour which Sir Ahmed was to receive was one of great distinction, and that he heartily congratulated him in his own name and in the name of the British officers and subjects present. He also referred to the fact that the British Government could, and would, bestow great honours on those worthy of them, and said he hoped all the chiefs of the Protectorate would realise this fact. He then handed to the Sultan the grant of his dignity, His Majesty's warrant, the insignia of K.C.S.I., and the Statutes of the Order, a salute of nine guns being fired.

H.H. Sultan Sir Ahmed bin Fadthl in reply said that he thanked His Majesty King Edward VII. from the bottom of his heart for the great honour which had been conferred upon him, and begged that General Maitland would convey his very best thanks to the Viceroy and Governor-General of India for recommending him to His Majesty as deserving this mark of distinction and appreciation from the British Government, which, he said, might always count upon him as one of its most loyal friends.

The Sultan of Lahej, a province situated about twenty-four miles north-west of Aden, has always been most friendly and liberally disposed towards Europeans, and few, if any, have ever visited Lahej without experiencing his hospitality and goodwill in some way or other. It is to be hoped that he fully appreciates the benefits that he has derived from this friendly attitude towards us, and that this friendliness will increase and tend to influence the neighbouring chiefs to put their confidence in the justice, humanity, and fairness of the British Government. The Government has always been most courteous in its treatment of the surrounding tribes, and has endeavoured to do all in its power to preserve a harmonious and amiable feeling, and also has done much towards renewing their ceremonies and restoring their customs.

During the trouble with Turkey last July, the Sultan of Lahej afforded every possible assistance to our troops when passing through his territory on their way to Ad Dareja, and it is generally believed at Aden that this was the crowning point for which this exalted honour was bestowed.

It is to be hoped that this presentation will prove an object-lesson to some of the other chiefs of Southern Arabia, who are at present not so favourably disposed towards us as Sir Ahmed is. This Durbar is almost without parallel in the history of Aden, although on several former occasions presentations have been made, but never on the same scale or with the same significance and importance as this unique celebration. Altogether the gathering was a complete success, and the only thing in the manner of improvement that might have been made is that all chieftains of the surrounding tribes and sub-tribes with whom the British have treaties should have been present. However, the growth of cordial and closer relations is daily increasing, and this was the first occasion when such a large number of the chiefs of our neighbouring allies have sat down in friendship together.

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THE ARRIVAL OF THE SULTAN.

Sir Ahmed bin Fadthl is escorted to his seat.

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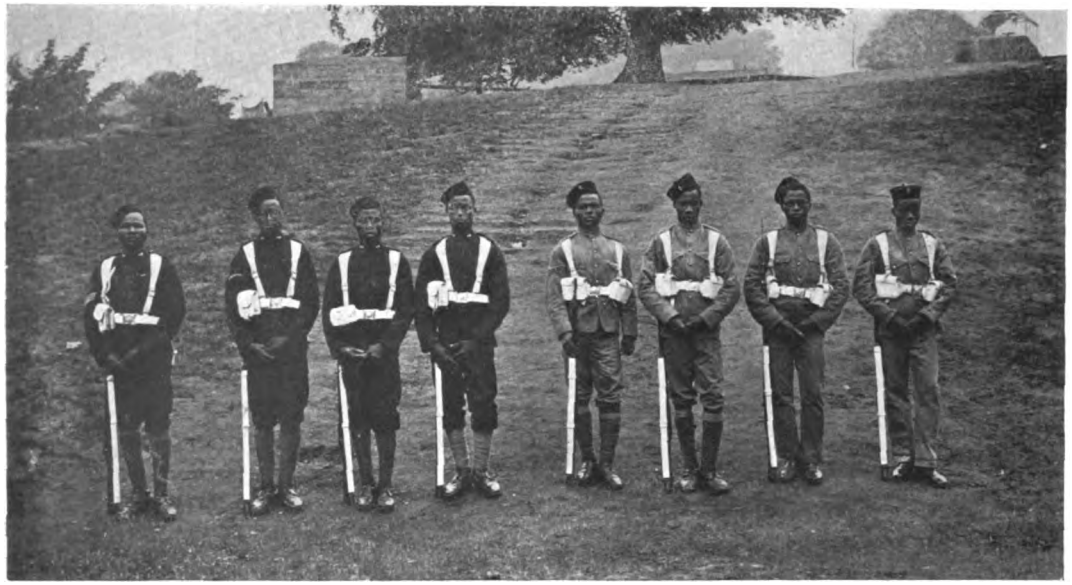
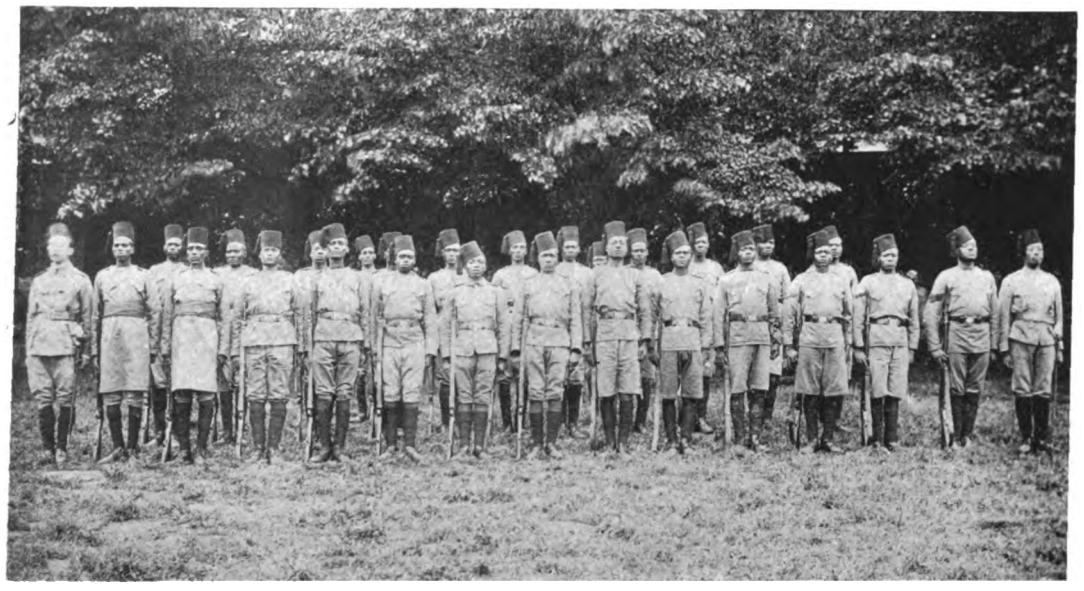
IN THE ALEXANDRA PARK CAMP



The first four from left to right are men of the Sierra Leone Royal Garrison Artillery, the four on the right are men of the Sierra Leone Fortress Company Royal Engineers

Guardians of the Sierra Leone Frontier. Part of the Contingent of the West African Regiment. A particularly workmanlike unit of the West African Military Forces.



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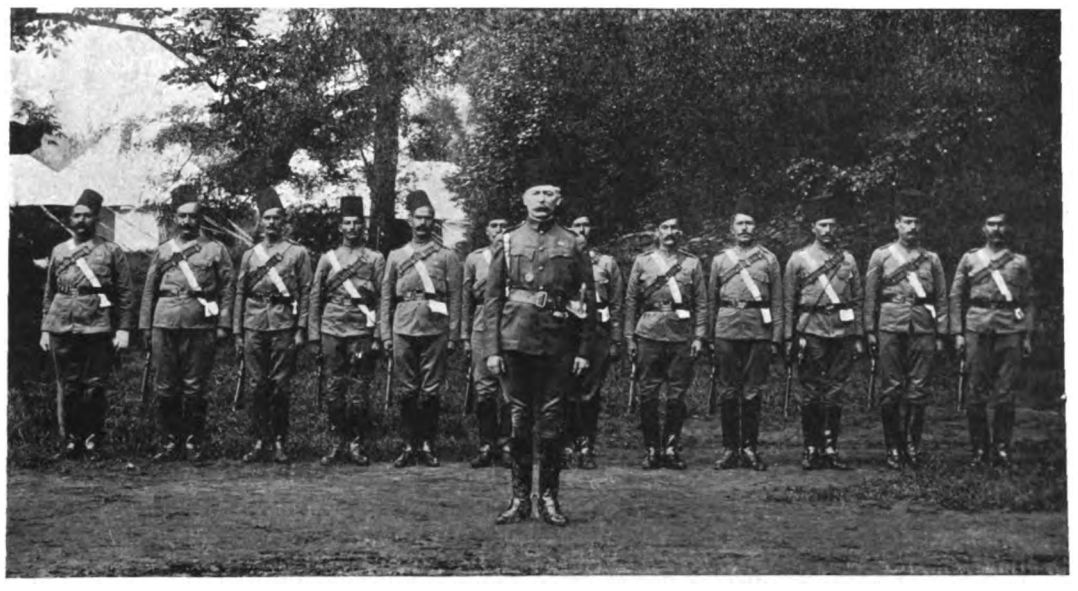
The King's African Rifles, with Captain Wortham, on the extreme left of the picture, in command.



Helsby.
Cyprus Military Police, with Major A. E. Kershaw, in the front, in command.

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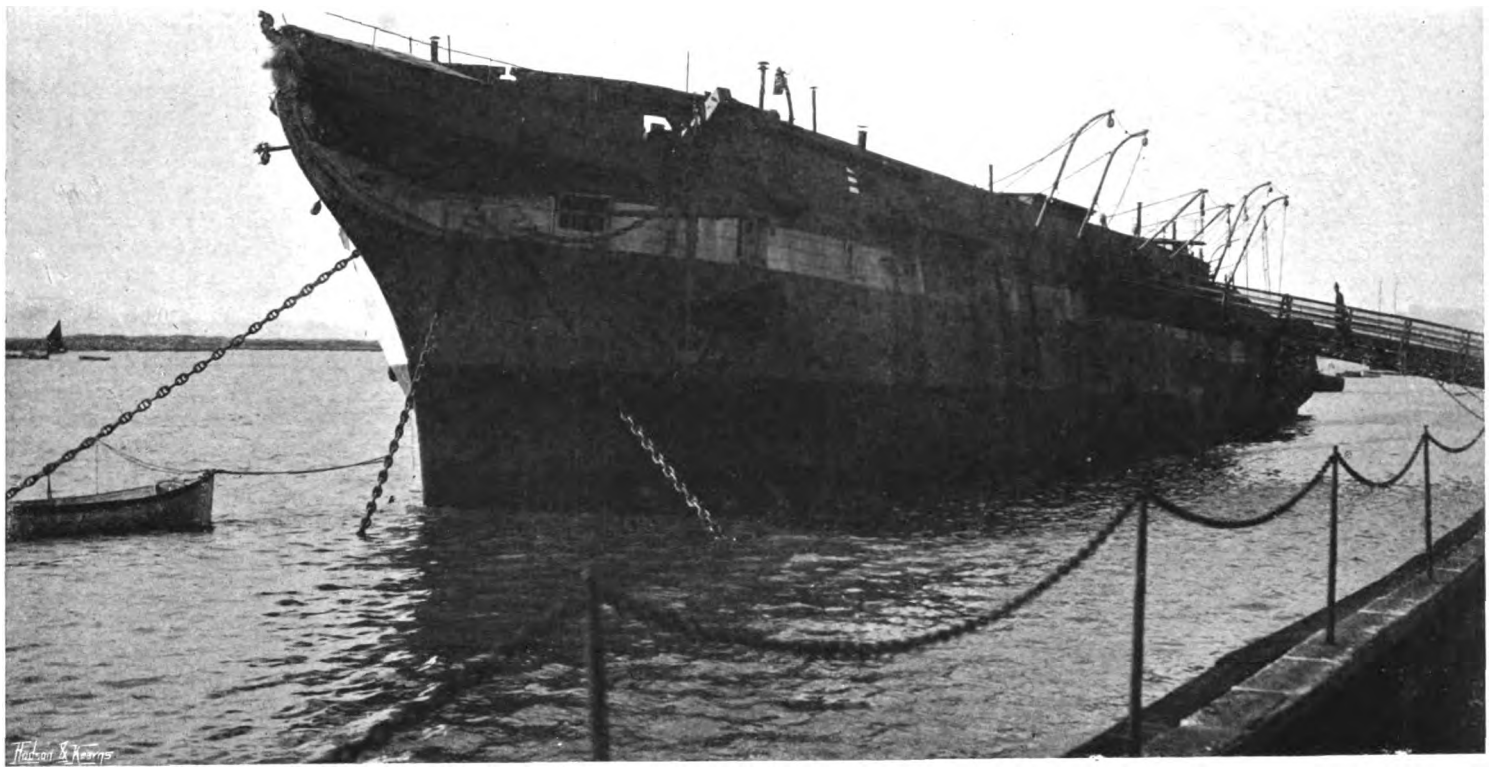
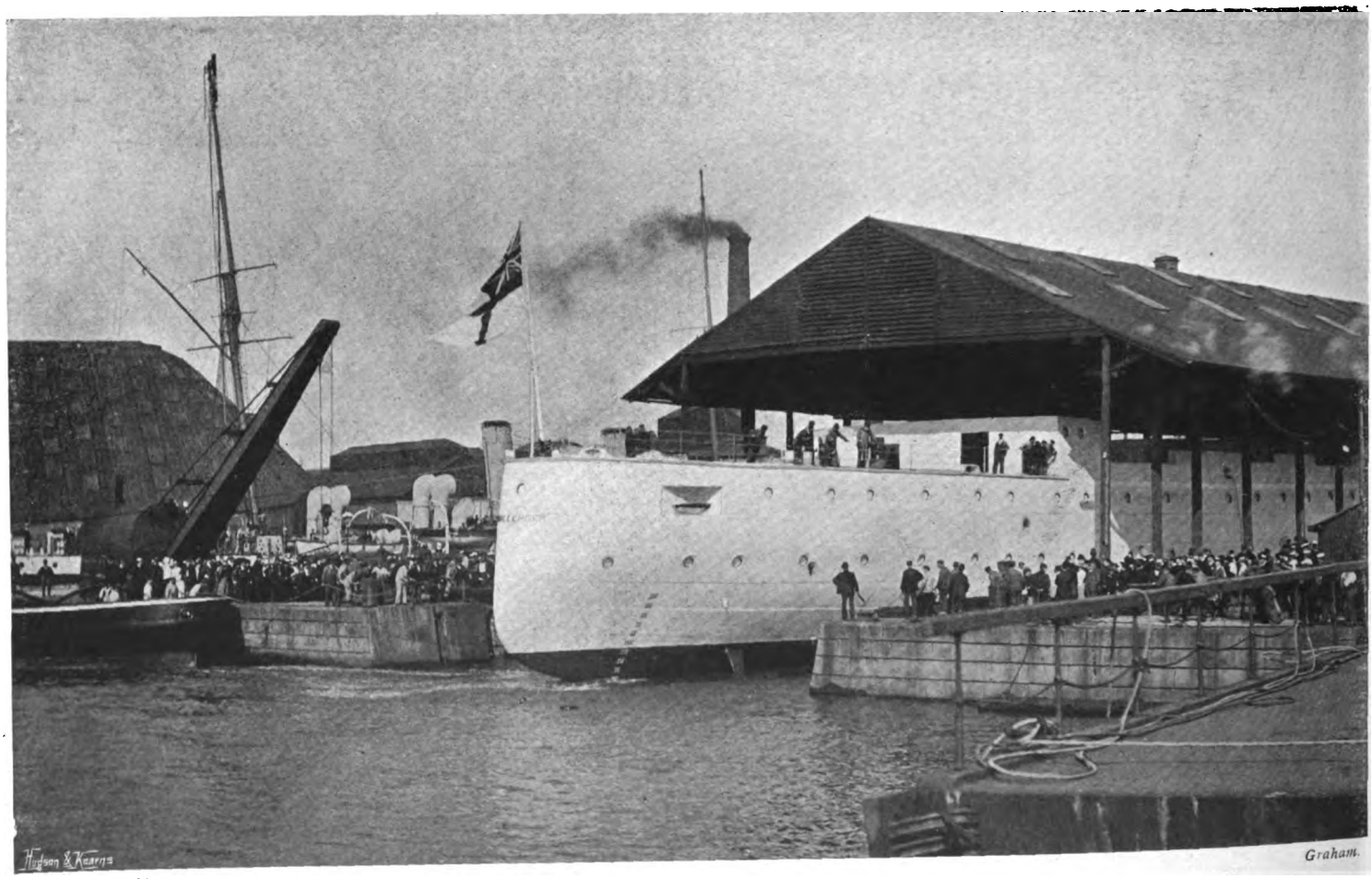
THE "CHALLENGER" OLD AND NEW.



USEFUL TO THE END.

The old "Challenger" as she is to-day.

This vessel, famous for a voyage of scientific exploration round the world, is used now as a police-boat. She was commissioned in 1872, and left Portsmouth in December of that year. She called at Madeira, and thence down the coast of Africa she went to Cape Town, and so on to the Antarctic regions and back to Melbourne, where she arrived on March 17, 1874. She left again at the end of April for New Zealand, China, and Japan. Thence she crossed the Pacific to South America. Passing through the Straits of Magellan, and calling at Monte Video, she completed her voyage on May 24, 1876.



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MAY GOD SPEED HER.

The new "Challenger" being floated out.

His Majesty's ship which is, for the present, to bear the name of "Challenger," is a second-class cruiser of 5,800 tons, and 12,500 indicated horse-power at natural draught. Her first keel plate was laid at Chatham on December 1, 1900, by Mrs. Atkinson. She was floated out of dock on May 27 last, being christened by Mrs. Holland, the wife of the Admiral Superintendent of the dockyard. The Rev. J. H. Moriarty, chaplain of the dockyard, conducted the impressive service which always accompanies a launch or a floating out. Miss Connie James, the little daughter of the Chief Constructor, presented a bouquet to Mrs. Holland.

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THE LAUNCH OF THE "ENCOUNTER."

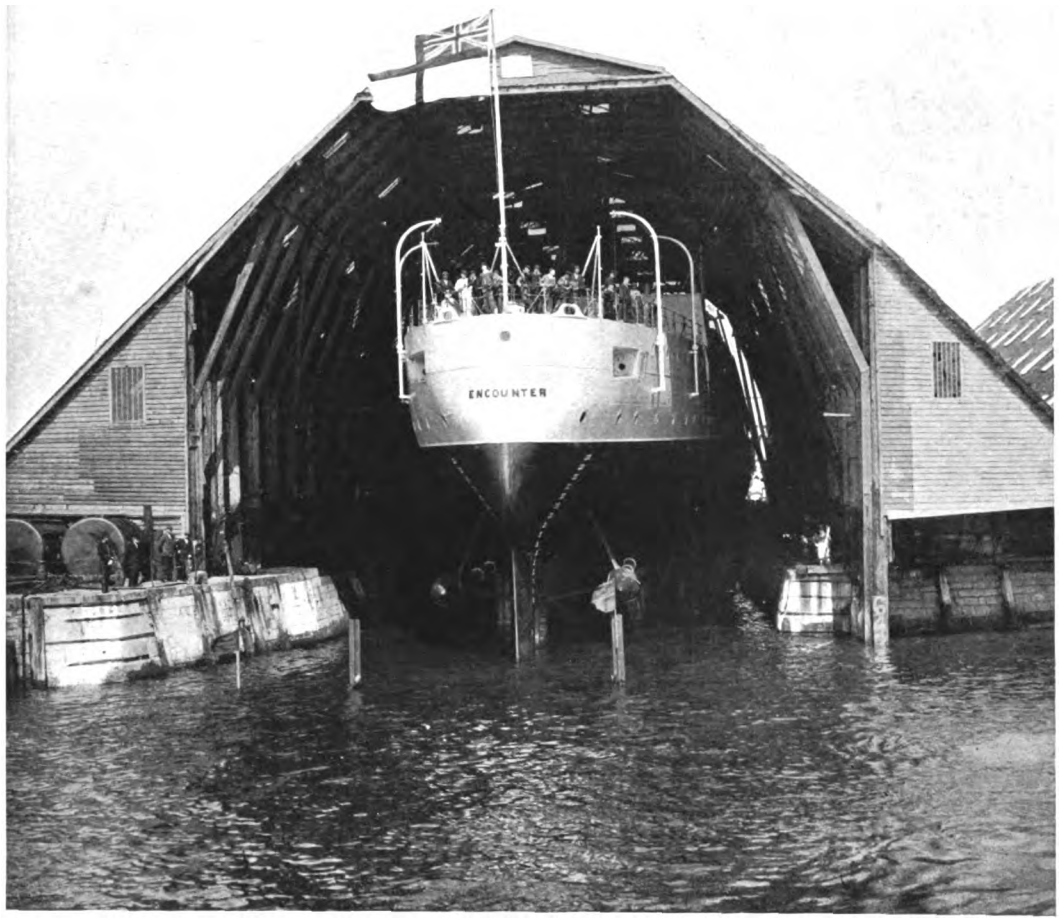
GOOD old Naval name and a suggestive one as is "Encounter," no ship of that name appears to have been handed down to history as having taken part in any of our great Naval battles. The names of our ships form a record of our prowess on the seas. There are certain names which must cause the veriest landsman to be enthusiastic. It is, therefore, a pity that more of the Armada names have not been handed down. We have a "Rainbow," why not an "Ark Raleigh" or "Rawley"?

Our latest "Encounter" was launched last Waterloo day—day of happy omen—at Devonport Yard. The ceremony of naming and christening was performed by Lady Jackson, the wife of Vice-Admiral Sir T. S. Jackson, K.C.V.O., after the impressive service usual to such occasions had been read by the Rev. F. C. Stebbing, Chaplain of the Dockyard.

The weather was brilliant, and thousands of spectators were attracted by the event, although our new "Encounter" is but a small ship as compared with the great "Queen," launched from the same yard in March last. Everyone wore their best clothes, and the gay uniforms mixed well with the attractive summer frocks of the ladies. Besides those already named, there were present Admiral Lord Charles Scott and Lady Charles Scott, Rear-Admiral the Honourable Curzon Howe, Second in Command of the Channel Squadron, Inspector-General Bolster, Commodore Winsloe of the Training Squadron, Captain Sir R. Poore, Bart., Captain J. Ferris, Dockyard Reserve, Captain R. N. Ommaney, Captain J. de C. Hamilton, and Captain Horsley. Here is an unusual number of Naval officers of high rank to be present at the launch of a small ship.

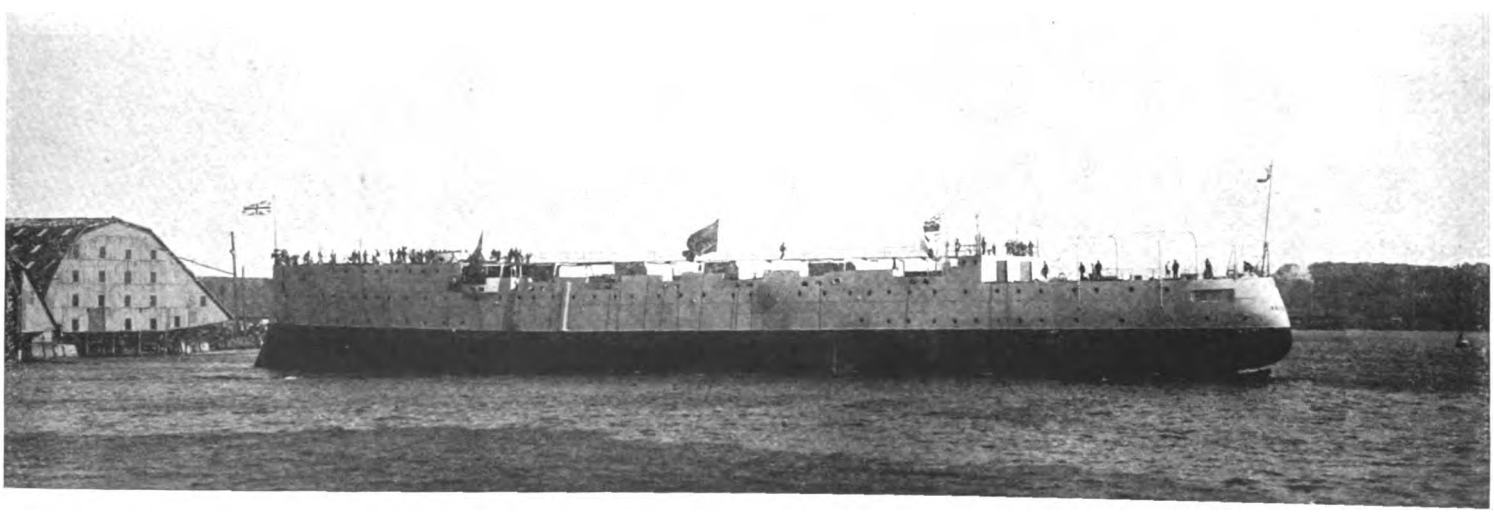
The "Encounter" was further honoured by the presence of the representatives of the Navies of Japan, Chili, and Sweden, contingents from all these countries having come to see her slide into her proper element. At 3.5 p.m. Lady Jackson severed the cords connecting the weights, which knocked away the dog-shores, and the "Encounter" glided into the Hamoaze, there to remain for the night. She will be fitted with engines and armed at Keyham. Not very long ago the "Encounter" would have been considered a giant, but she is quite put in the shade as far as size goes by our modern monsters.

After the launch, Vice-Admiral Sir T. and Lady Jackson entertained a number of their friends in the slip adjoining No. 5, from which the "Encounter" had been launched.



ON THE SLIPS.

Ready to go.



Photos. Copyright. THE "ENCOUNTER" AFLOAT. *Crockett.*

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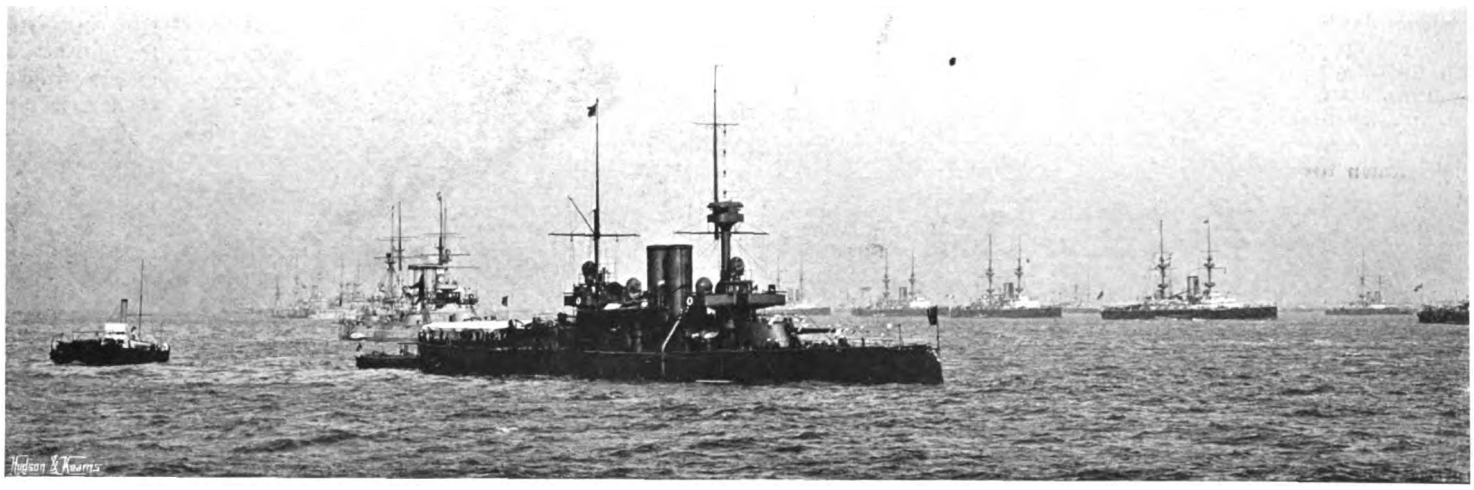
SCENES AT SPITHEAD.

BRITAIN'S HOME GUARD AND HER FOREIGN GUESTS.



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THE FOREIGN WAR-SHIPS AT SPITHEAD.

There were nineteen representatives of the Foreign Powers in this line, the "Oden" (Sweden) being at the end nearest the spectator.

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THE SPANISH ADMIRAL.

Returning from a visit of ceremony.

Cribb.

SOME DUTCH SEAMEN.

The "Holland's" officers at the sally port.

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A SYMMETRICAL WATERWAY BETWEEN STEEL HEDGEROWS.

The British lines of battle-ships—The ship on the extreme left is the "Magnificent."

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THE NAVY & ARMY ILLUSTRATED.

Vol. XIV —No. 284.] SATURDAY, JULY 12th. 1902

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ONCE MORE VICTORIOUS!

GENERAL H. H. VISCOUNT KITCHENER OF KHARTOUM, G.C.B., G.C.M.G., R.E.

Again the "Organiser of Victory" returns to England, after carrying to a successful termination a struggle which has involved an incalculable expenditure of blood and treasure, and which might have been yet more costly but for the patience, the vigour, the extraordinary capacity of this remarkable man. Taken separately, either the reconquest of the Soudan or the pacification of the South African Republics would be sufficient to place a general on a distinct pedestal of renown. Together they constitute for a man on the threshold of his fifty-third year one of the most astonishing and instructive records of which the world has ever had experience.

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NAVY & ARMY ILLUSTRATED.
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The Constitutional Force.

WHEN the troops return from South Africa, a specially warm welcome ought to be prepared for the Militia regiments, which have so long borne the burden and heat of the day out there. The Militia during the war have been in a curious position. They were neither Regulars nor Volunteers. They scarcely got the credit which was given to those who served their country, in her hour of need, of their own free will. Nor were they put on a level with regular troops, when their possibilities of usefulness were reckoned up at home. There have been many complaints from officers and men of the Militia during the war. What they have complained of has been, not that they were given too much to do, but that the work which fell to their lot was too often tedious and uninteresting. They felt that they were not getting their fair share of fighting and responsibility. This has been a war in which all the troops engaged have had many dull and monotonous duties to perform. The theatre of war spreads over such an enormous area of country that there has not been nearly enough fighting to go round. Even in the earlier stages of the campaign, a great deal of sentry-go had to be performed. During the past year the great majority of the troops have been engaged upon no more exciting tasks than those of garrisoning blockhouses and guarding the railway line.

How terrible the monotony of such labour may become is shown by the fact, which we mentioned last week, that every transport sent home from South Africa brings back to England several soldiers whose minds have been completely turned by it. Loneliness of itself has driven many a man mad. When you add to the constant loneliness of a solitary sentry on the limitless veldt the constant fear of a surprise by the enemy, you can scarcely wonder that so many men of our South African army have lost their reason for a time. A specially sad feature is that a large proportion of these soldiers are Militiamen. It is hard enough that they should have been kept away from their homes and occupations for so long a time. It is heart-rending to their dear ones that they should have to be brought home raving lunatics, suffering from the direct effects of the duties upon which they have been employed. It must not be supposed, however, that the Militia deserve our gratitude merely because they have faithfully performed uncongenial labours. They have distinguished themselves highly upon many a hard-fought battle-field. When Lord Roberts went to Aldershot the other day to present new colours to one of the Militia battalions of the Manchester Regiment, he spoke very warmly of the good service which the Militia had rendered in South Africa under his command. Lord Kitchener would bear the same testimony. So would all the officers who have commanded troops during the struggle. And their commendation has already affected the public mind. There can be no doubt that the Militia are now held in vastly higher estimation than they were before the war.

It had become the fashion to speak slightingly of them, as of the Volunteers. They were regarded as an outworn relic of a past system of national defence. They were jeered at as "summer-month soldiers." We do not hear any more of such talk to-day, nor are we likely to hear it. The Militia, quite as much as the Volunteers, have given their proofs. We must shortly have some reorganising of this branch of our military service, along with that reform which we hope to see carried out in all other branches. But whatever system of Army organisation is finally adopted, the Militia must have their place in it, and that an honourable place. If ever we decide to put in force any of the methods of conscription about which we hear a good deal nowadays, we could hardly do better than to make service in the Militia compulsory, as it once used to be. It was in the reign of the first Edward that this "old constitutional force" was first formed. At that early date every man between the ages of sixteen and sixty was bound to military duties—to a certain amount of training, and to active service in case of emergency. The choice of Militiamen by ballot was introduced in 1757. When the Great War with Napoleon had become an event of history, and when England was just entering upon the period of commercial development which disinclined her for thoughts of military precaution, the ballot was suspended. This was in 1829. From that date until 1852 the Militia was allowed to dwindle away in the cold shade of neglect. When once more fears of invasion began to trouble men's minds, attention was again turned to it. There was a reorganisation of the Militia in 1852 upon a voluntary basis, and upon this basis it has since remained.

Lord Wemyss and other would-be reformers have urged for some time past that the ballot for service in the Militia should be put in force anew. This would make every able-bodied citizen between eighteen and fifty liable to be enrolled in the force for a period of three years. Paid substitutes would probably be permitted, as they were in past times. If we want to make the inhabitants of the British Isles into a "nation in arms," here is machinery ready to our hand. For our own part, as readers of NAVY AND ARMY ILLUSTRATED well know, we doubt whether it will ever be really necessary to use it, so long as the Navy holds command of the sea. The Militia is, in ordinary circumstances, solely for home defence. All the Militia regiments which have served in South Africa have been sent out only after they had volunteered for duty abroad. We want an Army composed of troops which will enlist at the outset for service in any part of the world. And such troops must be voluntary soldiers. It would be an altogether new departure for the Government to compel Englishmen to serve in a force that could at any time be sent out of the country for an indefinite period. At some future time such action may become unavoidable. But, in our opinion at any rate, that time is not yet.

Exactly what changes should be made in the system upon which the Militia is kept up, and by which it is linked to the Regular Army, it is as yet difficult to say. We must see how Mr. Brodrick's Army Corps plan works, and what other reforms he intends to carry out, before we can decide upon the best plan of fitting the Militia into the general military scheme. This war has certainly shown us that we have in the old constitutional force a valuable addition to our warlike resources. Militia officers, although they have not had the advantage of that military education at Sandhurst in which schoolmasters and Army pedants place so much confidence, have shown themselves admirably capable of command. Militiamen have fought by the side of seasoned regular troops, and need fear no comparison with them. The Militia has deserved well of its country, and it now remains for its country to deserve well of it.

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GENERAL L. BOTHA.

A STURDY OPPONENT.

A STAUNCH FRIEND.

KITCHENER OF KHARTOUM.

A Character Sketch

BY

One who Knows Him.

LORD KITCHENER.

HARD AS NAILS.

DOGGED TO A DEGREE.

ALTHOUGH we do not welcome home this week the greatest Englishman the world has ever seen, yet there returns from South Africa one of the greatest men of our time. Lord Kitchener has done his work slowly, but he has done it surely, and with that completeness which is characteristic of his thorough nature. It is hard to believe that the brilliant and successful general whom the nation now acclaims, only some five-and-twenty years ago was within an ace of being "spun" for the Egyptian Cavalry because he was a poor horseman. There may still be some in England who were present at Abusiah when the test was taking place; how little did they realise then how nearly Kitchener's services were lost to Egypt. If the officer testing the merits of the candidates for Sir Evelyn Wood's "New Army" had been a little more severe, Lord Kitchener, instead of being the leading general in the British Army, might now have had no greater importance than other lieutenant-colonels in the Sappers, waiting the stern hand of the "age limit" before retiring on pension. But the wheel of fortune turned otherwise. The young Engineer officer, who had come post-haste from Palestine, was accepted, and put his foot on the bottom rung of the ladder, to the top of which he has so rapidly climbed.

It is, of course, impossible that a man like Lord Kitchener could go through any campaign without giving occasion for a fund of material to supply the anecdote *répertoire* of smart *raconteurs*. As a matter of fact Lord Kitchener's personality lends itself to anecdote. He is in reality a very different stamp of man from what was stated after the Nile Campaign. A parcel of war correspondents painted him as possessing an unbending, saturnine, morose disposition, a man of iron will, with but one redeeming quality, which was thoroughness in the work which he had in hand—an altogether wrong impression and misleading picture. Lord Kitchener may be a hard, steadfast man, as far as soldiering goes, but he is very human, and in the circle of his own friends and personal staff is far from unbending. In fact, he has a keen sense of humour, and with his dry delivery of it can keep a dinner-table in constant merriment. Those who, like the author of this sketch, have seen some of his pencil remarks upon telegrams and reports received from subordinates, can testify to his appreciation of the humorous side of life. But, of course, the campaign has brought many situations in which the Chief has come off second best, and he has not been slow to see this; nor does he mind telling most of the stories against himself. A volume could be filled with the stories relating to Lord Kitchener which are now in circulation with the army in South Africa. All I can hope to do within the limits of this sketch is to present a few.

It may not be generally known, but this hard-hearted general of ours has a particularly soft spot for pets. A few months ago he possessed a tame starling (he may still possess it for all I know). This bird, for the time being, was the apple of Lord Kitchener's eye. He always had it near him, and often when some difficult problem of the campaign troubled him, he could be seen standing in front of the cage, cigar in mouth, gazing at the captive bird. One day an idea struck him. It seemed that the pet was in poor spirits. Lord Kitchener conceived the idea that the bird was lonely—that it required a mate. In a moment the whole of the headquarters was in a ferment. Imperial interests were of a secondary consideration. Staff officers, who had not a moment to call their own, were out hunting through Pretoria for a mate for the pet of the Chief, who had steadfastly refused to allow any of his married officers to be joined by their *mates* while in Pretoria.

Another excellent story is also told with regard to this starling, in which Colonel Morgan, the Director of Supplies, is credited with having scored off the Chief. Lord Kitchener felt that his starling was living in too confined a space. He therefore sent to a local carpenter and ordered a larger cage to be built. In due course a rough structure in pine and wire netting arrived, and with it a bill for three pounds. Now, as we all know, if Lord Kitchener has one quality it is that of keeping public expenditure at the lowest possible figure consistent with efficiency. Exorbitant charges will at once upset him. He was greatly agitated at this bill, and he called in various members of his staff to appraise the value of the new cage. None of them could

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MEN WHO HAVE MADE HISTORY.

LORD KITCHENER AND HIS PERSONAL STAFF.

Major Marker, R.A., Lieutenant Maxwell, D.S.O., A.D.C., Major Watson, Mil. Sec., and Colonel Hamilton, A.A.G.

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KITCHENER LEAVING PRETORIA.

Farewell greetings at the railway station.

claim to be experts in carpentry, but it just happened that Colonel Morgan walked into the office.

"Why, here is the very man!"

The gallant Colonel, who had just completed a contract with the local undertakers for the supply of coffins to the hospital, was called upon to value the cage.

"Fifteen shillings at the outside," was his estimate.

"I told you so," said the delighted Kitchener, "and the man has the impertinence to demand three pounds."

Then came the Colonel's chance. "Absolutely absurd, sir; why they would be glad to make you your coffin for two pounds." Two pounds was the price he had just contracted at.

A very witty saying of Lord Kitchener's is related with regard to General Tucker. As is doubtless now well known, the valiant Tucker can on occasions frame his conversation in very forcible epithet. In fact, "Tucker language" represents a standard in South Africa—which is saying a good deal. It so happened that when Sir Archie Hunter was commanding the troops at Bloemfontein, Lord Kitchener, by special arrangement, had the telephone line cleared every evening at 6 p.m., and the two generals discussed the situation for half-an-hour. Then General Hunter was ordered home, and General Tucker took his place as G.O.C. Bloemfontein. When the change was effected a staff officer came to Lord Kitchener and said, "I suppose, sir, that you will continue the same arrangement with General Tucker as you had with General Hunter, with regard to the telephone at six p.m.?"

Kitchener looked up at him and said slowly, with his peculiar smile, "Good God, no; why, his conversation might fuse the wires!"

But it was the master tailor who bowled the Chief out. We have already published this story in the NAVY AND ARMY ILLUSTRATED, but it is good enough to repeat. It was at that period of the campaign when De Wet was astride of the railway, and Lord Roberts had sent Kitchener down to organise mobile columns for the protection of the communications. Lord Kitchener was stopping remounts and drafts just as they arrived by train, and improvising mounted infantry companies with the arrival of every train-load. He had just secured a draft of 200 men, and had told a callow subaltern off to command them.

"You will want an adjutant," said the Chief. "I will find you one!" He looked down the platform, and there saw a clean, smart-looking man, who had just arrived by the train.

"Here, you, come here!" The man obeyed. "You will be adjutant of this new mounted infantry column. This is your commanding officer!"

"Very good, sir; but I don't know anything about mounted infantry duties."

"You'll soon learn. What do you belong to?"

"The —— shire Regiment."

"What is your rank? You must not be senior to your new commanding officer."

"I'm the master tailor, sir!"

History does not relate anything further, beyond the fact that another officer was found to carry out the duties of adjutant to the column.

GENERAL C. DE WET.

As was remarked earlier in this article, those who have been privileged to see some of Lord Kitchener's pencilled remarks upon various telegrams received from his subordinates, can appreciate the General's keen sense of humour. He wastes no time in long and didactic references; as a rule his feelings find expression in a single word. The following sequence of telegrams well defines the nature of Lord Kitchener's criticisms.

"From Chief, Pretoria. To X——, Veldtfontein.—Why do I hear nothing of you? What are you doing? Other column commanders are making some progress."

"From General X——. To Chief, Pretoria.—I have no mounted men. As you have seen fit to take away my mounted men, I can do nothing. Unless you send me my full complement of mounted troops I can do nothing."

Across the bottom of this telegram, in blue pencil in Lord Kitchener's handwriting, is the single word "POLTROON."

Young Maxwell, Kitchener's A.D.C., could testify to his Chief's good humour. He had picked up the gilt-edged staff cap which usually adorned the Commander-in-Chief's head, and was holding forth to a party of friends. Lord Kitchener missed his hat, and, perceiving the reason of its absence through an open door, picked up Maxwell's plumed head-dress, put it on his head, and walked into the room, saying "Maxwell, how should I have done for Roberts's Horse?"

Lord Kitchener has shown himself to be not only a great soldier, but a statesman and a skilful diplomatist. He is trusted by all whose opinions are worth having; and he has the complete confidence of the whole Empire.

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KITCHENER ON THE KAROO.

"WE MUST GO ON—BUT HOW?"

Settling a knotty question on the way from De Aar to Prieska.

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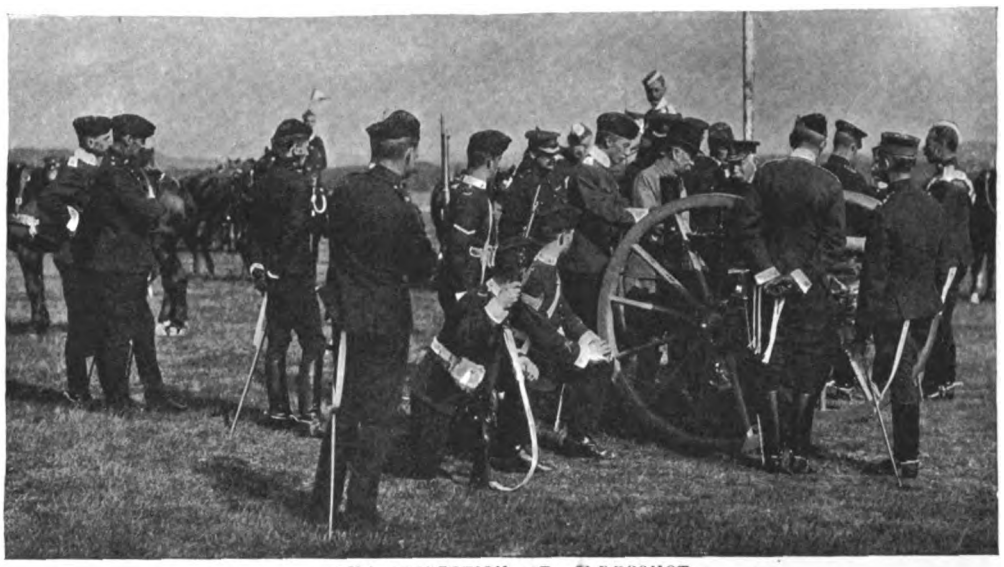
ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.



GUN INSPECTION AT ALDERSHOT.

THE return from South Africa of Lord Kitchener and Sir John French should mark the commencement of the new military *régime* for which we have looked and hoped so long. It means that the war is really over, and that the military system of the nation, which for months has been unduly inflated, is to gradually return to its normal dimensions. It can be definitely stated that the first-named of these two officers will sever his direct connection with the British Army in the coming autumn, and will take up the appointment which he most desires, viz., Commander-in-Chief in India. As far as such an appointment can be definitely settled, when it deals with perhaps the most trusted soldier in the Empire, it is certain that Lord Kitchener will go to India, and we may take in evidence of this the fact that he has selected the personal staff which is to accompany him. This staff will generally be very much the same as that which he had in Pretoria. Many Indian soldiers have expressed the belief that without previous Indian experience the late Commander-in-Chief in South Africa is not eminently suited to step into the command of a vast and peculiarly sentimental army of semi-fanatical Asiatics. This opinion which has been freely expressed may be as freely dismissed. If there is one quality which Lord Kitchener possesses, it is that of diplomatic adaptability. Moreover, if any fear should exist that he may upset the equanimity of the Indian Army, it should be remembered that Lord Kitchener does not appear in the East for the first time as the administrator of fanatical troops, and the man who was able for so many years to retain the confidence and goodwill of the Soudanese soldiery is not likely to make many mistakes while dealing with the Asiatic.

I doubt, however, if the appointment will be popular in India, since I know Lord Kitchener to be possessed of ideas for the administration of armies which will strike the slow-moving and comfort-loving heads of departments in India as rank heresy. That is just what the Indian Army wants at the present moment. It requires a man who will graft new ideas and up-to-date direction into its sleepy system. The younger men in the Indian Army will welcome the innovation, but where it will strike heaviest will be in the senior ranks, amongst the men who still cherish the memories of the traditions of old "John Company," and consider a life of ease as their legitimate compensation for the patent of exile bound up in their commissions.

But of the appointment of Sir John French to the command of the First Army Corps it is necessary to write with some diffidence. We all realise that the little cavalry colonel, who was allowed to go to South Africa in command of a cavalry division amid the shaking of many influential heads and the open statement of experts that he would prove useless, has shown himself to be a cavalry leader of no mean order, also that when put to it he was competent to handle all branches of the Service in the field with a conception of the intricate laws of stratagem rarely developed during this prolonged campaign; yet, although we may feel that Sir John French would have our confidence to lead a cavalry division from Paris to St. Petersburg, we doubt if he possesses those qualities which are necessary to train an Army Corps for war in the piping times of peace. He—like so many men who have distinguished themselves in this war—has never shown himself to be a great peace soldier, and we doubt if his selection for the command of the First Army Corps was a sound move, or one that is agreeable to the little general himself.

As a matter of fact, the peace question which we have now got to face with regard to our Army is, perhaps, more serious than the situation which was brought about by the first three months of the late disastrous war. The day after the King's indisposition was made public there was witnessed at Aldershot one of the most pitiful sights which it could have been possible to parade before the people of a great military Power. The second line of England's great Army marched past their Queen and, if the papers are to be believed, made a brave and worthy show. Numbers there were, it is true—between thirty and forty thousand men. But what was the calibre of this force? On the one hand aged veterans of provisional and garrison regiments, and on the other youths without physique or stamina. The leaven of Marines, Gunners, and Yeomanry alone saved the parade from absolute disgrace.

We cannot close our eyes to the fact that it was not a representative army which crawled past the saluting base, but a procession of magpies dressed in the feathers of the peacock to delude the patient and long-suffering taxpayer. And now we will come to our point. We will only touch upon infantry, as infantry is the backbone and mainstay of our Army. Peace reigns in South Africa, yet peace of such a nature that it will be necessary to maintain there for a period at present undefined, a garrison of British soldiers almost equal in numbers to the force with which this present Government proposed to check the outbreak of hostilities three years ago. Before our system was disorganised by the war we had upon the roster 150 battalions. Of these 75 on foreign service were maintained at full strength by drafts from the 75 battalions at home. At the smallest estimate it will be necessary for some time to maintain in South Africa 25,000 to 30,000 men. Therefore we strike away at once from the roster of home service 30 battalions, and credit them to the foreign service list. Thus we have at once 105 battalions on foreign service to be fed and kept up to war strength by 45 home-remaining battalions. Even on this calculation the whole matter is impossible and absurd. But all the duplicity in it does not readily meet the eye. It must be borne in mind that a quarter of the British Army in India is at the present moment bounty fed, that to meet the deficiences in India the Government has been for the last year steadily drafting seasoned soldiers from South Africa; consequently the places of the Reservists who must now be set free will be taken by such callow boys as formed the mainstay of the burlesque army which marched past Her Majesty at Aldershot. Once the Reservists are gone from South Africa, we shall have there an army as unfit for the duties required of it as a draper's assistant would be to do the work of a navvy.

The War Office, and very rightly, has come to the conclusion that the cavalry and mounted infantry must in the future be as efficiently armed as the infantry; it has, however, not yet devised a means of carrying the long rifle which, while giving satisfaction to itself, will allow the men to move on horseback with all the freedom and ease which is essential if mounted men are to be brought through hard work in a fit and fresh condition. The reason for this is not hidden deeply. The officials who order these things are wedded to the theory that to spare the man everything must be carried by the horse—man, saddle, blankets, waterproof sheet, pegs, picketing gear, feed, cooking arrangements, wardrobe, sword, and lance, a total with a ten-stone man of eighteen to twenty stone under the most favourable circumstances—and to this the authorities would now add the rifle carried in a bucket; and in order, as they think, to distribute its seven pounds of weight

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between horse and man, they devise a scheme in leather and copper studs which wearies the man beyond all conception, and is a perpetual source of worry to the already over-burdened animal. We have seen the bucket and elbow sling in use for nearly two years, tested highly, since it has only been used in war, and with one assent soldiers allow that it is not a comfortable or soldier-like contrivance. Now we have seen patented and practically accepted by the War Office another method, a semi-circular heel bucket and a leather monstrosity of a shoulder socket and catch, by which it is hoped to solve the present difficulty. Why are people so inane! Why blunder in the quicksand when everyone round you is walking on dry land! Is it that someone is paid that our mounted men should be the laughing-stock of the world? All that the authorities have to do to render the carrying of the present rifle simple and convenient is to alter the position of the lower sling-catch. Move this from the toe of the stock, fix it on the flat of the butt, and there you have all your difficulties cleared away in one swift deal. The proper place for a cavalryman's rifle, when he is mounted, is upon his back; and slung as we have suggested, the difficulties of protruding bolt and magazine are obviated at once. The inventors of these patent buckets and slings will say that men come into action much more slowly if their rifle is slung across their backs. That, reckoning in seconds, may be true, but this disadvantage is infinitesimal in comparison with the physical condition of man and horse, the cleanliness of the rifle and the safety of its bolt. The Boer carried his rifle slung across his shoulders. Was he ever unduly slow in coming into action? French, German, and Russian cavalry carry the carbine slung. Are they so far behind us in military science that we can afford to ignore their judgment? And in South Africa every squadron commander who has studied the question has let his men sling their rifles to suit their own comfort. Is the testimony of these men of no value?

THE MILITARY WATER-CART.

IT is not necessary to dilate upon the importance of the subject of a pure and abundant supply of drinking water for Tommy in the field. Soldiering is thirsty work, and on active service the long-drawn-out excitement, or, rather, tension of the modern battlefield, never fails to dry the throat in a manner which is apt to cause caution to be abandoned, and to make men only too eager to drink from the first water they come across, which, alas! is seldom pure, while it often contains the germs of typhoid or some other deadly sickness. We are all familiar with the terrible story of the "deaths from sickness," caused by drinking from contaminated rivers and wells, during the late war. It is no exaggeration to state that a very high percentage of these unsatisfactory losses might have been obviated could but the men have possessed their souls in patience until the arrival of the regimental water-cart. The arrangements for the supply of water in the field are now fairly good in the British Army, yet there is reason to believe that they have not reached the degree of completeness attained in Continental armies. It is inexplicable, but none the less a fact, that we have ever lagged behind in the matter of ambulance and transport arrangements, which cover also the provision of water-carts to accompany units. To France belongs the honour of having first instituted all these necessities—namely, in 1590, under the Ministry of Sully. Richelieu further developed the work of his predecessor, and placed them under the control of a medical administrator. At a later date improvements upon the early French system were carried out by Baron Percy during the wars of the Revolution, and, again, by Larrey during all the wars of the First Empire. Throughout this period the armies of England possessed no trained or organised system of the kind, and during the Peninsular War the want of the same formed a theme of constant complaint. There is reason for believing that had our operations on the Continent been continued some plan of the kind would have been introduced. As it was, however, after 1815 nothing was done; thus, when the Russian War broke out the English Army was still without an ambulance corps, or an establishment of transport material. Eventually the war in Russia led to our adopting an indifferent equipment, but it was not until after the Franco-Prussian War that our arrangements were remodelled, upon the excellent German principles, so as to compare with those of other nations.

All military water-carts are constructed in the Royal Carriage Department at Woolwich Arsenal. There are several "Marks" of carts, differing slightly in detail, but all are on the Maltese principle, supporting a water-barrel containing 108 gallons. The most up-to-date pattern, we believe, consists of two sides of ash connected by a curved axle-tree, two curved iron stays, a splinter bar, and two slats. The cart is fitted for mule draught; but shafts are also fitted to take two slats for man draught, which, when not in use, are carried strapped along the outside on the off side. In peace-time, the auxiliary train establishment comprises 600 mules, ponies, and horses, kept up at places like Gibraltar, Malta, Egypt, etc., for barrack fatigues and water-carts.

Ellis.

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THIRSTY TOMMIES.

A popular interlude at the Malta Manœuvres.

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COMING HOME FROM THE FRONT.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

AN IMPROVISED FIGHTING-TOP.

IT is typical of such an event as the tragic interruption of the Coronation that while, in many of their aspects, its after-effects should be obviously apparent to the most casual thinker, the suddenness and severity of the blow should prevent most people from thinking about after-effects at all. The average man's mind does not move very quickly in the presence of any stunning misfortune, and this fact was illustrated in a very striking manner in the early stages of the King's illness. For some considerable time after the sad news of the seizure was announced a common expression was, "We cannot realise it!" and even now there must be many to whom the whole series of happenings since that ill-starred Tuesday morning seems but a dream.

More especially must this be the case in the Colonies, in the remoter corners of which only the bare facts, accompanied by very meagre details, can have been received. It has been expertly computed that in every more considerable town in the Empire the news of the postponement of the Coronation was known within fifteen minutes of its announcement in London, and this circumstance is, in itself, a deeply impressive and instructive one. In these notes we have always laid particular stress upon facility of inter-communication as a very real and effective bond of Imperial union. No more notable and striking, if terribly unfortunate, illustration of this proposition could be imagined than this simultaneous diffusion of a piece of news so seriously affecting every part of the Empire, and, insensibly perhaps, but none the less unquestionably, is the Briton in Vancouver, in Adelaide, and Hong Kong, linked more closely with the dweller in the Mother City by the fact that, at such a momentous juncture, the tidings of a great Imperial misfortune came to all within the same short period of time. But, except as regards bare outlines of large joys or sorrows, the cable is not a very satisfying means of communication, and it will necessarily be some weeks before the Colonies will have concretely realised not only what the events of the past score of days may mean, but what effect they have already had, or are having, within the bounds of the Mother Country itself.

Without attempting speculations which might prove idle or otherwise objectionable, there appear to be one or two aspects of the situation upon which it is desirable to dwell, even if in doing so one says the thing that is trite, or accentuates views which to some may seem trivial. It must be remembered that the episode which has not only penetrated the inmost susceptibilities of the British Empire, but has further set in motion a wave of interested sympathy over the whole surface of the civilised world, is one of great historical import, which, in the annals compiled for posterity, will rank with many of those prominent events that text-books and teachers have assisted to fix in our own memories as stepping-stones in the records of our country and of the world. Again, however similar may be the personal aspects in which the Motherland and the Colonies view the misfortune which have fallen upon all, the consequences in both cases are not, cannot be, identical. Here are two forcible reasons why reflections, not necessarily those which appear in these notes, should not be classed as unworthy merely because they do not happen to be original, or because from some standpoints they are lacking in force.

Undoubtedly the great lesson of this Imperial tragedy is the trite fact that it will prove, may be, even a stronger bond of Imperial union than a triumphantly accomplished Coronation would have been. "One touch of Nature makes the whole world kin," and an already closely connected family like the British Empire must find a yet closer bond of sympathy, a yet stronger impulse towards the obliteration of all misunderstanding and prejudice, in the sudden blow which has struck down its Royal head. It is not labouring the point to say that this sentiment finds added expression in the supplementary sympathy which has been, and is being, extended to the members of the Royal Family, and more especially to Queen Alexandra and the Prince of Wales. The Queen has always been surrounded in every nook and corner of the Empire with a halo of personal affection and admiration which the knowledge of her great trouble can only have served to intensify to a degree beyond the reach of language. The Prince, endeared to countless colonists by his frank and manly attitude throughout his Tour, has since his return given evidence of a grasp of Imperial ideas, and a thoughtful conception of Imperial possibilities, which cannot but have emphasised Colonial sympathy with him in the sorely trying difficulties of his position during the past fortnight. These may be deemed casual reflections merely, but they are based upon manifestations of natural sentiment, which in such a connection have a significance not lightly to be overlooked.

Turning to those representatives of the Colonies who had come to London expressly for the purpose of witnessing or of taking part in the Coronation celebrations, here it is difficult at first sight to minimise the blackness of disappointment which supervened on the first generous expression of sympathy with the stricken Sovereign and those nearest and dearest to him. Very touching and very gracious are some of the stories one hears of personal sacrifices which had been made by Britons beyond the Seas to attend what everyone looked forward to as an inspiring and epoch-making event. Even those who came officially did so in some instances by dint of really heroic exertions, and at not a little personal risk. Take, for instance, the member of the Canadian North-West Mounted Police, Mr. Wright, who was ordered to join the contingent assembled at Regina from an out-of-the-way spot in the Yukon territory. To get to Regina Mr. Wright had to travel a distance of over 400 miles over the ice, much of which was positively dangerous, while in some places the water was knee-deep. Of this distance 84 miles were done with dog-teams, 200 miles on foot, 120 miles by pack-horses, sleighs, and waggons, ending with a 12-mile run in a canoe. After such a commencement to his journey to England, Mr. Wright may well have looked forward with increased eagerness to taking part in the Coronation procession, and it would be unnatural not to expect the feeling of blank disappointment which the postponement of that historic ceremony must, apart from other and loyal considerations, such as, we may be sure, came uppermost, have occasioned him.

In varying degrees the same sentiment must have pervaded many of our visitors, and it would be quite wrong to overlook the fact that it has done so. But, on the other hand, it is well to separate Imperial from personal considerations, and also to reflect that, with tact and kindliness, it will be possible to repair something of the feeling of bitter loss and cruel frustration of hopes which so many Colonial comers from a distance will have experienced. So far as hospitality and comradeship are concerned, we may rest assured that the welcome which, on all sides, has been, and will continue to be, extended to such visitors will acquire increased heartiness and goodwill by realisation of what the untoward change in the course of events has cost them. From the broader Imperial standpoint it is distressing,

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indeed, to reflect how much the Inter-Colonial Conference might have profited by a happier situation, but it is consoling in some degree that this immensely important assemblage of Colonial statesmen must yet produce interchanges of ideas and decisions upon matters of tremendous moment, such as will still mark this month as one memorable in the history of the Empire in other than lugubrious ways.

At the time of writing there have been no positive developments in this direction, but there have been some interesting and useful pronouncements by Colonial Premiers, tending to show that the various questions to be raised will be approached in an excellent spirit of moderation and good temper. No grander, more beneficent set-off to the great trouble of the period could be conceived than the fact that it was not allowed to hinder what would have been one of the brightest accompaniments of a successful Coronation, the closer welding, namely, of all parts of the Empire, the fuller realisation of Imperialist ideals on lines of practice as well as those of sentiment.

THE ROYAL COLONIAL REVIEW.

By Our Special Correspondent.

THE review of the Colonial Contingents by the Prince of Wales, in the presence of Her Majesty the Queen, was a spectacle to be counted among the great scenes of a lifetime, and there is little doubt but that its impressiveness was very fully realised not only by the two thousand odd Colonials who took part in it, but also by the myriads of spectators who hemmed in the Horse Guards' Parade on this historic occasion. I have attended a great many reviews and witnessed a vast variety of crowds, but I do not recollect one of the former which was of deeper and more diversified interest, or one of the latter which more clearly or more sensibly appreciated the wonderful sight it had come to see.

Yet it was by no means easy to take in the review all at once, so many-sided was its attractiveness, so bewildering the variety of corps and colonies represented, so profound were the sentiments evoked by the presence of the Queen and Prince of Wales and by the absence of the King. As for the Queen's reception—well, that simply baffles description. I viewed the parade itself from the middle of a highly representative mass of thoroughly orderly and good-humoured humanity, and the way that mass deliberately "let itself go" when the Queen, who was driving through the ranks, came within easy distance, was something worth seeing. I say "deliberately," because when the Royal carriages were but a speck in the distance one of my neighbours remarked with conviction, "Won't we just cheer her when she gets a bit nearer!" and everyone seemed to agree that a sentiment of that sort would have to be warmly supported.

Although I saw the troops assembled twice, once as they were being reviewed and again as they were passing along the Mall, I shall not attempt to describe them in detail, if only because, in the brief space here available, any such attempt would resolve itself into a mere catalogue of names. Moreover, the nature and composition of the various contingents are already familiar to readers of this journal, while in the Special Number published last month much interesting information was given respecting these and other visitors in connection with the postponed Coronation.

The Review was timed to commence at 11, but most of the troops were in position about half-an-hour previously. They made a wonderful and rather bewildering show, grouped in almost countless detachments at the back of the old Horse Guards, but the scene at this stage was scarcely so glittering in its picturesqueness as big reviews ordinarily are, owing to the large admixture of khaki, and the kindly refusal of the sun to make an otherwise fine morning intolerable by reason of glare and heat. What the spectacle lacked in this respect, however, was fully compensated, at any rate in the eye of the intelligent critic, by the splendid diversity of Imperial units thus represented, and represented, too, by genuine soldiers, as to whose workmanlike capacity and fighting quality generally there could be no sort of question.

Shortly after 11 the Queen arrived from Buckingham Palace, and the Review commenced with an inspection of the entire parade, the Royal carriage being driven up and down the long lines of troops, preceded by the Prince of Wales, Field-Marshal the Duke of Connaught, Field-Marshal Earl Roberts, and a number of other foreign and British officers of distinction. The Duke of Connaught, who was in command of the troops, had Prince Arthur as one of his A.D.C.'s, and many other familiar faces could be recognised among members of the Royal *entourages* and the various staffs.

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LIEUTENANT-COLONEL C. St. C. CAMERON, C.B.

Commanding the Australian Contingent.

After the inspection and a presentation of decorations, including several V.C.'s, the detachments marched past, and, having again lined up, gave three rousing cheers for the King, helmets and hats being lifted on swords and bayonets, and tremendous enthusiasm being clearly visible in all directions. At the end of the Review came a procession through the Mall and one or two other great thoroughfares, which enabled a very large section of the London public to get a view of the most splendidly representative body of Colonial troops this generation is ever likely to see assembled. It goes without saying that the members of the South African Colonial corps received a tremendous ovation, but a hearty welcome was accorded at one point or another to all the contingents, the Haussas and the Fijians in particular attracting special notice from a thoroughly interested and appreciative populace.

There can be no doubt that the Review not only afforded the keenest possible satisfaction to those who witnessed it, but also to the troops who took part in a function which, although hastily conceived, was admirably carried out, and in every detail distinctly creditable to all concerned. It could not but have been gratifying to the Colonial contingents, especially to those which had come from a distance, to be in some measure consoled for the postponement of the Coronation by the opportunity of being thus royally reviewed. In addition, the troops received from the spectators a greeting of which they will not fail to carry inspiring reports to their kinsmen in far-distant corners of the Empire.

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THE LATE LIEUTENANT A. E. A. COWAN.

Who recently died of enteric at Elandsfontein. Though so young an officer, he had already seen a good deal of service in South Africa, and had been awarded a medal with a clasp. He was the third son of the late Sir Edward Porter Cowan, Lord Lieutenant of Antrim, and Lady Cowan of Craigavad, County Down.

A CHANNEL SQUADRON REGATTA.

THE NAVIES AND ARMIES OF THE WORLD.

A WEEKLY CAUSERIE BY DAVID HANNAY.

IT has often struck me that an officer, or even "a Naval expert," who wished to do a substantial service to the discussion of Naval affairs, and to the Navy itself, might be much worse employed than in drawing up a little collection of definitions of terms. He could force others to use them in the sense he fixed if he did his work well enough. With a model before them of lucidity and precision, readers, and by a stretch of charity we may suppose that even members of Parliament, would prefer the exact useful terms, and would insist not only on employing them, and on having them employed, but would make a point of having them applied always in the same sense. That as things go this is far from being the case must be obvious to all who read articles on Naval questions, or discussions on the Navy Estimates in Parliament. An example in point may be quoted from the discussion on Friday, June 20—and it is the blessed word "responsibility."

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I am not engaging here in controversy, and do not intend to make anything like an attack on anyone. It is wholly and solely in the interest of good argument about Naval affairs that I speak—and in my own, since I would greatly like to be able to attach a definite meaning to what the authorities say; and this is impossible if their words are to remain, as it were, all vague and shapeless. Let us, for the mere sake of illustration, take a little passage of interruption and rejoinder which took place in the course of the afternoon's debate in the House of Commons. Lord Charles Beresford asserted or implied that Sir Henry Campbell-Bannerman had disregarded, or had never asked for, the opinion of his expert adviser on a certain matter which we will call X. The letter is just as handy for the present purpose as the actual word, which, as a matter of fact, was cordite. Sir Henry replied that he had. Lord Charles then asked, in his poetical way, why the expert was not hanged. In the course of the proceedings Sir Charles Dilke would have it that Sir Henry had not listened to the expert. Sir Henry stuck to his guns. Sir Charles quoted the words of the expert, which were that the supply of X, though sufficient, was not full or ample.

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Now here we have a pretty test case for deciding what responsibility means. Sir Henry was the responsible representative of the War Office in the House of Commons. He went to his regular adviser for guidance on a technical matter, and said, Have we enough of X? This was answered by a formula which as it stands is self-contradictory, for what is more than sufficient is not full, but superfluous. It no doubt meant that the adviser thought the supply would do, but would like more if the choice were left wholly to him. It seems to me that, even according to the strictest sect of the Pharisees, Sir Henry was right. He had to provide for other things than X, and there was a limit to the money to be spent. Having the assurance of the competent adviser, he was fairly entitled to think that, since the amount on hand was sufficient, no more was needed. There is no ground here for basing a charge of want of responsibility anywhere. Sir Henry was responsible for the general management, and for taking the advice of the expert, and he did. The expert was responsible for giving his opinion, and he did. But Sir Henry ought, it is implied, to have looked to the later part of his adviser's opinion, and have procured more of X than he had been told was sufficient. Why? Whatever goes beyond sufficiency is waste, and if the heads of a great spending department are responsible for anything, it is for not being wasteful of public funds.

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We hear, however, of experts who ought to be hanged, which is a breezy way of saying that they ought to be punished. Why? There are easily imagined cases in which the expert would deserve to have something unpleasant happen to him. Supposing, for instance, he exerts himself to have large sums of public money spent on a bad explosive, and it turns out that he is one of the syndicate engaged in pushing the said explosive. If this is not actual corruption, it is uncommonly like it. But suppose there is no question of private ends to be served, but only of an honest mistake. The admirals of the French Navy clung long to the belief that it was best to build ships of wood and plate them with iron. The general experience of mankind has shown that they were in error. But they honestly thought they were right, and were responsible for saying what they honestly believed. If we hear that they ought to be hanged, what it means is that the critic thinks they were wrong—in other words, he puts his own authority up against theirs. But what becomes of their responsibility if they are to be overridden? The critic is doing precisely what he complains of in the civilian Minister—he is disregarding the expert.

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The plain fact is that such talk as this tends to destroy all responsibility. Men cannot be made responsible for being always right, but only for trying sincerely according to their lights to give good advice. To insist that they shall do what some other person thinks correct is to reduce them to dummies. And this theory of the Minister's relation to his expert lands us in an absurd contradiction. The Minister is to go by professional advice because the professional man understands and he does not. Yet the Minister is to be capable of deciding whether the expert is right or not. If he can do this he does not need to depend in any way on the expert. He can judge for himself, and it is ridiculous to tell him to go to another for what he is perfectly capable of doing.

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There is in reality not the slightest difficulty in arranging the chain of responsibility. Hawke's sailing-master thought it was rash to take the flag-ship among the rocks of Quiberon. He was the officer directly responsible for the safe navigation of the ship, and judging, as it was his duty to judge, only as a practical seaman, he thought the venture dangerous. Hawke, looking at the whole problem from the position of admiral, thought it right to run the risk. Both acted correctly. If the ship had been lost, Hawke would not have been wrong. The fact that she came through safely does not prove that the sailing-master was in error. He said there was a risk, and there was. The case may be accurately applied to the Admiralty or the War Office. They are decide what force is needed considering the resources of the nation, the strength of its neighbours, and the policy to be pursued. The professional advisers are to say how the money assigned can best be spent, what are the best weapons, and the best kind of ship. If they go beyond that, they act as Hawke's sailing-master would have done if he had told his admiral that it was wrong to attack the retreating French Fleet in Quiberon Bay, on a November afternoon, and on a lee shore,

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with a heavy gale blowing. If we go beyond this clear definition of functions we land in sheer anarchy. Everybody is responsible for everything, which means of course that there is no real responsibility anywhere.

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At the back of all this outcry about the want of responsibility there are two unconscious convictions. One is that Ministers and their professional advisers are bound to be infallible. The other is that infallibility is shown by agreement with the critic. Neither is correct. It is the sad fact that Ministers and their professional oracles are often wrong. But the explanation of this state of things is to be found in a fact which everybody recognises in words, and nobody allows for in practice—namely, that men are fallible. Politicians over-estimate the importance, or misjudge the real nature, of economy. Professional advisers have fads, or perhaps they are gentlemen with an eye to the main chance, who do not care to offend the distributors of places, and who say what they know will be agreeable. This does not in the least prove that there is no responsibility, or that the "system" is wrong. It only shows that men in high places are often mistaken or are weak—a truth which rapidly impresses itself on the student of history. No good whatever is done by denouncing the poor dumb system at large.

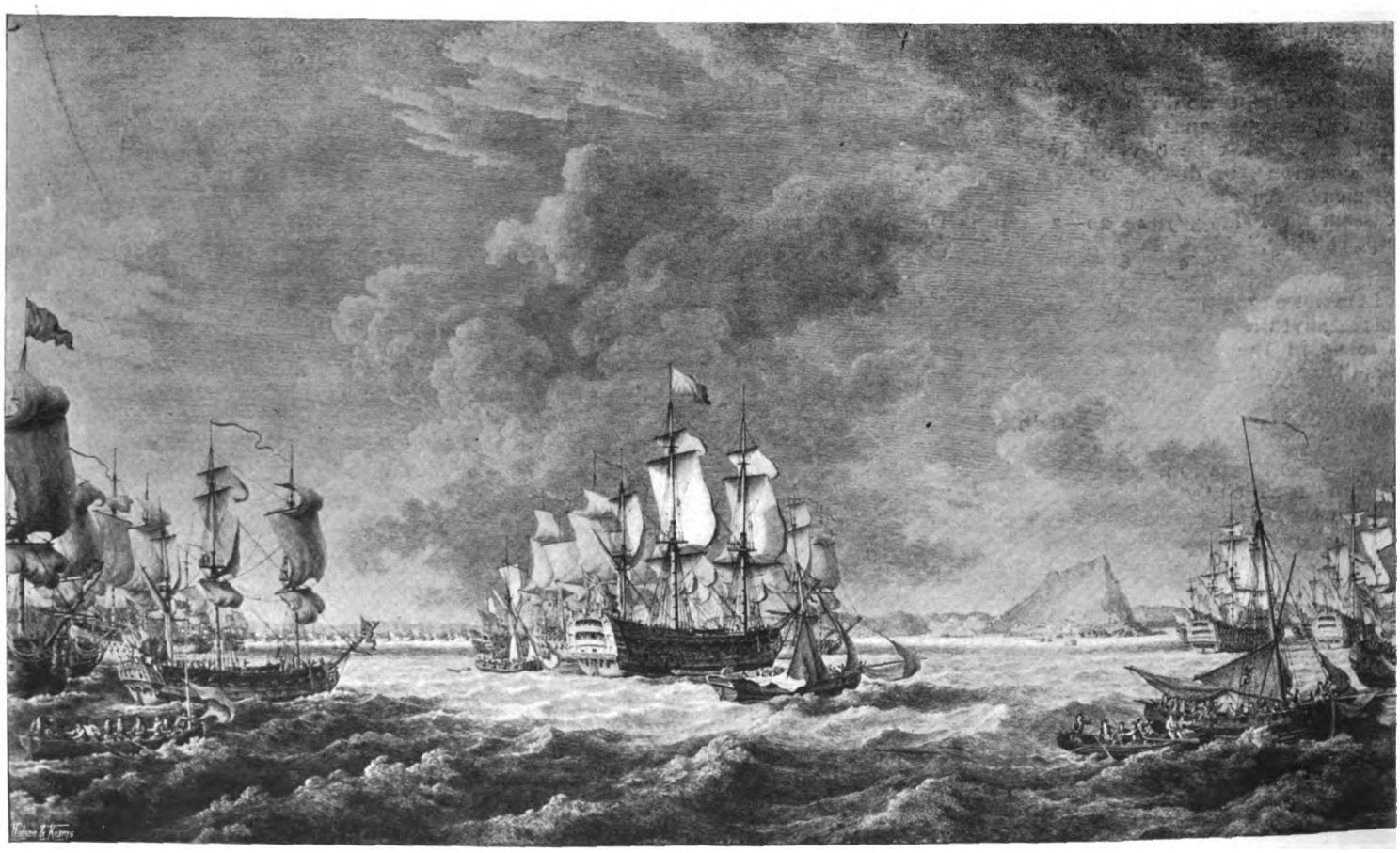
A GREAT HISTORICAL EVENT.

REPLETE as our history is in great events, few are of more thrilling interest than the siege and relief of Gibraltar. In holding the Rock against the united forces of Spain and France, Britain showed once again that she was in deed, as well as in name, Mistress of the Seas. It is not necessary here to enter into the causes which led to the war. Spain coveted Gibraltar and was determined to get it at all costs. France, only too glad of a chance of a knock at an old enemy, had already acknowledged the United States of America as an independent Power, and thus Britain came to declare war against her, and shortly after might have been truly described as at war with the world.

Sir George Brydges Rodney left Gibraltar in his flag-ship, the "Sandwich," of ninety guns, early in 1779. While he and his fleet of twenty-one sail of the line had been near the Spaniards had been quiet enough, but no sooner was his back turned than they commenced to bombard the Rock night and day. For a time, however, the inhabitants were not close pressed, and through the pleasant showery days of April life on the Rock was by no means unpleasant. On June 7, however, a fresh danger cropped up. The Spaniards sent nine fire-ships at our men-of-war lying near the new mole. The captain of the "Panther," of sixty guns, was the first to see a way to escape the danger. He called away his boats, and after considerable trouble and with no little danger to themselves the men succeeded in towing the fire-ships off and stranding them under the guns of the Fort. On the night of June 22 another attack was made, this time with long low boats, with a raking mast and a lateen sail boat, each armed with a 26-pounder.

All through the summer and far into the autumn the siege was maintained, but Governor Elliot and the townsfolk had not the slightest fear as to their ability to stand anything except scurvy. Hunger was most severely felt. Even necessaries were at famine prices—fresh beef, 2s. 6d. a pound; eggs, 2½d. each; flour, 8d. a pound; fish, 1s. 6d. a pound; head and feet of a sheep, 15s. A sow was, according to one authority, sold for £29, and the same writer says a cow fetched 60 guineas.

In April of the following year a fleet under Admiral Darby got right up to Gibraltar and landed provisions. Before these could be stored, however, the rain came on, and lasted several days. Yet, under all their privations, no thought of surrender ever entered the minds of the gallant defenders. The stores of powder and shot had to be carefully husbanded. However, so well were the guns served that scarcely a shot was wasted. Sorties were frequent, and in one of these an attack was made on the celebrated battery of Don Carlos. The Spanish abandoned their guns—135 of them—all of which were destroyed, and the powder magazine blown up.



THE ARRIVAL OF LORD HOWE AT GIBRALTAR.

The relief was accomplished on October 11, 1782, when thirty-four sail of the line entered the bay.

From an old Print.

In the early part of 1782 strenuous efforts were made by the enemy to reduce the Rock. Through the summer the fighting continued, and reached its climax on September 13, when a last desperate attack was made by the enemy. Four hundred pieces of the heaviest artillery were playing at the same moment. The fire from the Rock was so heavy that two of the enemy's flag-ships were set on fire and his battering ships quite silenced. On October 1 it was announced that Lord Howe was coming, and on October 11 he arrived and the siege ended. It was a glorious fight, one in which British pluck and doggedness won once again, as it had done before, and as it will do hereafter.

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THE VOLUNTEER ARMY IN INDIA.—I.

KIT INSPECTION.

General Leach and Colonel Lumsden inspecting Lumsden's Horse.

THE origin of the senior Volunteer corps in India is of necessity shrouded in some obscurity, as the traditions of many are founded upon the services of civilians who banded themselves together for self-protection during the troublous times of the Mutiny. In short, it may be safely said that the Volunteer movement in India found its birth in 1857. Some of the special corps which were then raised have become irregular cavalry of the Native Army, others exist as the foundation of Volunteer corps. It is with these latter that we are now concerned, and chief of them is the Volunteer cavalry regiment now existing as the Behar Light Horse. This regiment, both in its origin and in its present state, differs probably from any other Volunteer corps on the rolls, either at home or abroad. Organised in the beginning as a posse of country gentlemen determined to defend the Moffussil town of Mozafferpur from the native cavalry troopers who had mutinied at Segowlie, it merged with the Calcutta Yeomanry, raised for service in the Mutiny from the civilian element in Bengal, and subsequently became the Behar Mounted Rifles, a corps that has always been of sufficient strength to be reckoned as a cavalry regiment and which has been recruited almost exclusively from gentlemen of the public school class. It is not intended at this period in this paper to discuss the individual merits of any particular corps. But it was necessary to give some instance of the circumstances which inaugurated the Volunteer movement in India, and this end could hardly have been better accomplished than by tracing briefly the history of the premier corps.

As will be readily understood, the peculiar situation of all Europeans in India offers an incentive to their becoming skilled in the handling of weapons and the rudiments of drill, which does not exist in this country. However indifferent, however casual, a man may be in India, he always has hanging over his head the possibility of suddenly being called upon, not only to defend his own life, but that also of all those dependent upon him. So much is this the case, that the authorities in India have gone further into the matter of Volunteering than has ever been attempted in this country. They are not content to dwell upon such patriotic promptings as may exist among their servants to increase the army of Volunteers, but make military service a *sine qui non* with all Government appointments. And all the great railways of the Peninsula, recognising likewise the necessity for European precaution, will not accept a white applicant for employment unless he guarantees to join one of the corps of Volunteers associated with the railway systems. Consequently there is a very considerable Volunteer force in India.

The latest figures which are to hand are those of 1897. The returns then showed that there were 27,000 enrolled Volunteers in India. Allowing for the impetus which the South African War has given to the movement, and the general increase to be expected in four years, it will not be over-stretching the mark to surmise that at the present moment there are 30,000 white, or partially white, Europeans trained in the use of firearms over and above the British garrison of regular troops distributed through the Peninsula. With these figures before us, it is not too much to assume that if we were again confronted with a rising similar to that of 1857 we should have—irrespective of native troops remaining loyal—just over 100,000 troops rating as white men with which to face the outbreak.

All branches of the Service, with the exception of field artillery, are represented by these 30,000 Volunteers. There

Photo. Copyright. Bailey, Muzaffarpur.

PATRIOTIC PLANTERS.

Men of the Behar Light Horse, Volunteers for Lumsden's Horse.

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are two corps of Naval Volunteers, twelve of light horse, six heavy artillery, two engineers, seven mounted rifles, and fifty-three infantry rifle corps, some of which, especially the railway corps, have two battalions.

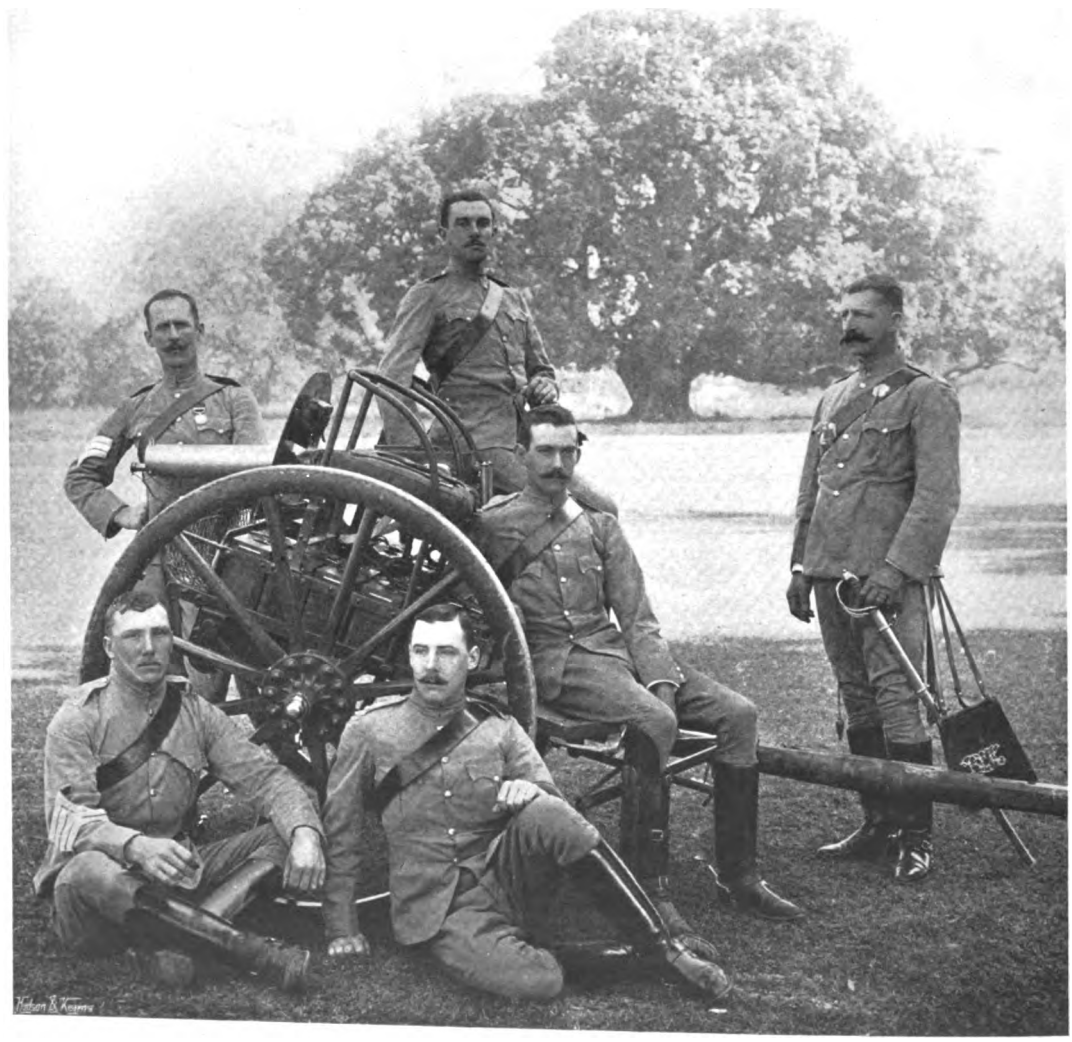
It must not be imagined that the Volunteer force in India is entirely recruited from men of pure British nationality. The majority are white men, but there is a large percentage of Eurasians — that is, children of the country who can furnish some claim to British extraction. With the exception of a few corps, such as the one first named in this paper, over 50 per cent. of the men in the ranks are men of colour, some, in fact, showing no signs of the British extraction of which they are so proud except in their nomenclature. But they are none the less valuable and efficient Volunteers, though, through the extreme sensitiveness so commonly found in half-breeds, they require delicate handling. Pure natives are not received into the ranks of Volunteer corps, with the exception of one or two of the Bombay corps into which Parsees have been enlisted. The question of admitting natives into Volunteer regiments is too vast to find discussion in this paper. It will suffice to say that for political reasons—which in this case are not hard to understand—each successive Viceroy has met the agitation which systematically occurs in the native Press upon the subject with a stern refusal. The regular Native Army is open to the pure-bred native, the Volunteer to the Eurasian, and in an emergency the latter has invariably proved that he considers himself compromised by his white blood in all disasters which overtake the ruling race.

TO SUPPRESS A RIOT.

A Detachment of Tirhoot Planters on the road.

Although the Indian Government appreciates the value, it might almost be said necessity, of its Volunteer Army, yet it is very loath to lavish expenditure upon it. Though its material is good, except in the matter of such corps which have extraneous aids to swell their coffers, the Indian Volunteer Force is badly equipped and nurtured by the Government; 1,300,000 rupees (£130,000) is all that is spent officially upon the upkeep of 30,000 men; that is, on the average the Indian Government spends just half as much upon the individual Volunteer as is spent at home. Captain Dawson, the champion of the Indian Volunteer, in one of his interesting papers, shows a striking parallel when he points out that the Government spends upon what must be its second line of defence in the event of another Mutiny, just as much in a year as it spends upon the upkeep of *four* native battalions. Captain Dawson even goes further than the writer of this paper. He maintains that: "The Indian Volunteer is clothed in cheap khaki drill, armed with a Martini-Henry rifle, and unequipped. When I say unequipped I mean that during eight years of service, spent in many different parts of one province and four different corps, I have never seen a Volunteer who had a water-bottle, a great-coat, or a haversack." This is probably going to extremes; but the fact remains that on the face of it the Indian Government is starving the watchdog upon whose strength one day it may have to rely to save its existence. For this reason, and the fact that India is held by the sword, Volunteering is rather a recognised duty than a popular recreation. For the most part it is undertaken by the individual as a duty or disagreeable necessity, not as a pastime or a combination of pleasure and duty. But in such portions of the Peninsula where there is a considerable European community permanently removed and living apart from the direct influences of the regular Army, the movement flourishes, and produces stray corps and units efficient and well enough set up to bear comparison with any Volunteers in the world.

We are able with this article to publish a series of photographs which illustrate some of the leading branches of the Indian Volunteers, and also show the material which India was able to furnish for service in South Africa at the moment of the Empire's need. The first pictures illustrate the light horse, of which there are twelve units, irrespective of seven mounted rifle corps. Of these light horse corps ten are situated in Bengal—viz., Behar, Central Bengal, Allahabad, Cawnpore, Surma Valley, Calcutta, Ghazipur, Ghurakpur, Oudh, and Assam Valley Light Horse—one in the Punjab — the Punjab Light Horse—and one in Bombay. The aggregate of mounted men which these twelve units represent is 1,765 men, trained as cavalry—a very considerable force, to which must be added the 1,000 men trained as mounted infantry,



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CHAMPION GUNNERS OF THE BEHAR LIGHT HORSE.

The Maxim Detachment of "A" Troop, winners of the Challenge Cup.

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belonging to the mounted companies of the Rangoon, Bombay, and Chittagong Volunter Rifle Corps, the Madras Volunteer Guards, and the Northern Bengal, Dehrá Dun, and Chota Nagpur Mounted Rifles.

Of these the Behar Light Horse is the most efficient. In point of numbers it is the largest, and as a rule is recruited from a wealthier class of Anglo-Indian; so that there is no especial merit in the fact that it is able to make the best display of all Volunteer corps in India. It also has traditions, as it claims Mutiny service, and on one or two occasions has been called out to quell local disturbances, while it rendered yeoman service, if unlawful, to the Anglo-Indian community at the time of the ever-to-be-remembered Ilbert Bill during the Ripon Vice-Regality. As was stated before, this corps was originally the Behar Mounted Rifles; but under the late colonel, Sir William Hudson, K.C.I.E., it was generally raised in morale and efficiency, and transformed into a regiment of light horse. It is on record that when Lord Wolseley was advancing up the Nile to the relief of Khartoum, Colonel Hudson volunteered a hundred light cavalry from the regiment, fully equipped and horsed, to serve with the Indian contingent.

The members of the corps, as is the case with the majority of the Indian mounted corps, are almost exclusively planters; in the case of the Behar, Gorakpur, and Gazipur Light Horse, indigo planters; in the others, tea and coffee planters. The uniform is a simple and serviceable one, being simply the khaki service kit of British cavalry. But many of the others wear blue with white facings, as will be seen in our illustration of the Punjab Light Horse. The equipment is sword and carbine, and, to add to its general efficiency, a few years ago the Behar Light Horse acquired by private enterprise a 450 Maxim. The photograph of the gun team which we reproduce is especially interesting, as three of the members in the group took part in the war in South Africa — the sergeant, as the *Times* correspondent, the others with Lumsden's Horse. The driver of the Maxim is the Lieutenant Crane who distinguished himself at Karee Siding, and subsequently took a commission in the South African Constabulary. The third, who is sitting just above the driver, was promoted from Lumsden's Horse to a commission in the West India Regiment. As will be seen from the illustrations of this Volunteer regiment taken during the annual camp, the men are called upon to do their work in a most thorough manner. It will be noticed that, in spite of the fact that men have syces and grooms of their own, yet they have to come to the scales to measure off the weight of the fodder for their animals.

The Punjab Volunteer Light Horse support the more showy uniform which, until the introduction of khaki, was general amongst Volunteer cavalry in India. The officers' full dress, which is very handsome, is still maintained by officers of all corps for levée and other exceptional ceremonial occasions. With these two types it will do to pass to the less spectacular, but possibly more efficient, portion of the Indian Volunteer Army—namely, the infantry.

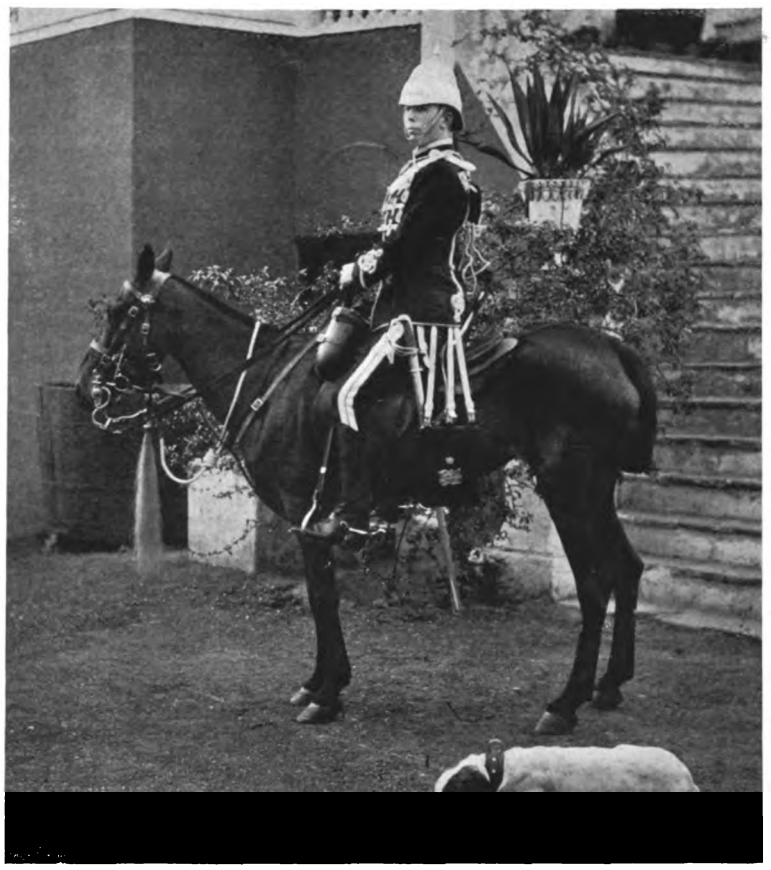

Photo. Copyright *Narain Dass, Delhi.*

A LIGHT HORSEMAN.

Lieutenant J. Pagan Dalzell of the Punjab Light Horse.

NOTES & QUERIES AFLOAT & ASHORE.

S. W. GRANT.—The newspaper you quote is not accurate in saying that the Gordon Highlanders head the list of South African V.C.'s. The Royal Artillery head the list with eight, then come the South African forces with seven, and the Gordons with five. But the Gordons may well be proud of their record. There have gone to the front a total of 3,883 men belonging to the Gordon Highlanders. Of those who fought under the Gordons' name, no fewer than 239 officers and men have found their graves in South Africa, while 388 have been wounded, bringing the total casualties up to 627. Each of the two Line battalions lost its leader in the face of the enemy. The gallant Lieutenant-Colonel W. H. Dick-Cunyngham, V.C., of the 1st Battalion, fell at Ladysmith, while Lieutenant-Colonel G. T. F. Downman was killed at Magersfontein. In all the regiment lost—killed—19 officers, 3 colour-sergeants, 13 sergeants, 2 lance-sergeants, 8 corporals, 14 lance-corporals, 3 drummers, and 175 privates. Besides the five V.C.'s, a large number of D.S.O.'s and D.C.M.'s have been won by the Gordon Highlanders, whose record has been second to none in the late war.

* * * *

"CUART."—The "Formidable" is entitled to bear as battle honours, besides "Dominica," "Keppel's battle off Ushant, 1778," where a "Formidable" of ninety guns was flag-ship of Vice-Admiral Sir Hugh Palliser, second in command, and "Relief of Gibraltar, 1781," the second relief of the fortress carried out by Admiral Darby. There have in all been three "Formidables" before the present ship. The first, a French 80-gun ship, was taken by Hawke at Quiberon in 1759, and flew Rodney's flag, as a Rear-Admiral, in 1763, at the end of the Seven Years' War. The second ship, built at Chatham in 1777, was the famous "Formidable" that fought with Keppel, and was Rodney's flag-ship off Dominica on the "glorious Twelfth of April, 1782," after serving in the Channel Fleet, and in the West Indies during the war with the French Revolution and Napoleon down to 1813, when she was broken up. The third "Formidable," an 84-gun ship, built in 1825, is the present Bristol training-ship of the name. The battle-ship "Formidable" of the Mediterranean Fleet comes next, so that in fact there are two "Formidables" afloat at the present time.

* * * *

F. J. WINDER.—Your question as to the Scots Guards is easily explained. You are right in saying that in the Russian War the regiment was called the Scots Fusilier Guards, but wrong in supposing that that is the proper title of the regiment now, and that "Scots Guards" is an abbreviation of the correct style. The regiment was raised as the Scots Guards in 1660. In 1713 it received the title 3rd Foot Guards, and in this connection it is interesting to note that the regimental club is still called the 3rd (Scots) Guards Club. King William IV. gave the regiment the title "Scots Fusilier Guards," when it adopted the bearskin cap (previously worn, as in other regiments, by its grenadier companies, drummers, and pioneers only), but without a plume. In the Russian War the 1st Battalion of the regiment fought at the Alma, at Inkerman, and right through the siege of Sebastopol as the 18th Scots Fusilier Guards. It was Queen Victoria who restored to the regiment its old title, Scots Guards, in 1877, and since then the title has remained unaltered. From this statement you will see that while it is quite correct to speak of Scots Fusiliers at the time of the Russian War, it is equally accurate to talk of the services of the Scots Guards serving under the Duke of Connaught in Egypt in 1882, in the Nile Campaign of 1884, and in the Suakin Expedition of 1885.

* * * *

"J. H."—Lieutenant-General John, Lord Hutchinson (afterwards Earl of Donoughmore), whose portrait is in the gallery of Hampton Court Palace, was a very distinguished officer. He entered the Army as cornet in the 18th Dragoons in 1774, and served with that regiment until promoted captain in the 67th in 1776. He remained five years with the 67th in Ireland, and was then promoted major of the 77th Highlanders, becoming lieutenant-colonel of that regiment in 1783. The 77th was disbanded at Berwick in the same year, and Lieutenant-Colonel Hutchinson was placed on half-pay. When war broke out between England and France he raised the 94th Regiment, of which he was appointed colonel. He served in the two campaigns in Flanders, 1794-95, as A.D.C. to Sir Ralph Abercromby, and was promoted major-general in 1796. In 1798 he was second in command at the battle of Castlebar, and the following year he served at the Helder, where he was wounded while gallantly leading his brigade. In Egypt he served as second in command to Sir Ralph Abercromby, and when that officer was mortally wounded assumed command of the British forces, and by his skill and energy drove the French out of the country. For these services he was created Baron Hutchinson. He became colonel of the 57th Foot in 1806, and in that year was employed on an extraordinary mission to the Russian and Prussian Armies, and afterwards on another to St. Petersburg. He was transferred to the 18th Royal Irish in 1811, and promoted full general in 1813. In 1825 he succeeded his brother as Earl of Donoughmore. He died in 1832.

THE EDITOR.

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THE YEOMANRY SCHOOL AT ALDERSHOT.

Photo. Copyright. *Knight.*

COLONEL LINDLEY, THE COMMANDANT, AND OFFICERS UNDER INSTRUCTION.

Reading from left to right the names are—Back row: Maj. Lord H. Bentinck (bareheaded), Second Lieut. P. A. Birkin, Second Lieut. A. E. Ridsdale (in new service cap), Second Lieut. R. Lakin (bareheaded), Second Lieut. R. C. Forster (in mufti), Capt. Earl of Cardigan (with medal ribbon), Lieut. L. Pucknall, Second Lieut. C. Dewhurst (in service cap) Second Lieut. E. B. Sheppard, Second Lieut. G. Lees-Milne, Capt. H. L. Tritton (in mufti), Second Lieut. G. H. Winch and Second Lieut. H. B. Hardy. Middle row: Maj. F. B. Mildmay, Maj. Lord J. Kesteven, Lieut. F. J. Walton (bareheaded), Maj. G. J. Codrington, Capt. Lord G. Lamington, Capt. H. de C. Eastwood, Col. Hon. H. Cubitt, Col. Earl of Yarborough, Maj. F. W. Green, and Second Lieut. C. Disraeli. Front row: Lieut. T. A. Polson, Lieut. C. H. Libby Tesketh, Second Lieut. C. Thornton, and Second Lieut. T. C. Dunlop.

Colonel the Hon. J. E. Lindley, formerly of the Royal Dragoons, has been doing excellent work as Commandant of the new School of Instruction for Yeomanry Officers at Aldershot. The members of a recent class are here grouped round their *pro tem.* "guide, philosopher, and friend." The instruction is as practical and up-to-date as it is possible to make it, and the popularity of the classes is evinced by the eagerness with which Yeomanry officers volunteer to attend them. Several members of both Houses of Parliament have gone through the course, and even one ex-Colonial Governor, Lord Lamington, who returned only the other day from Queensland.

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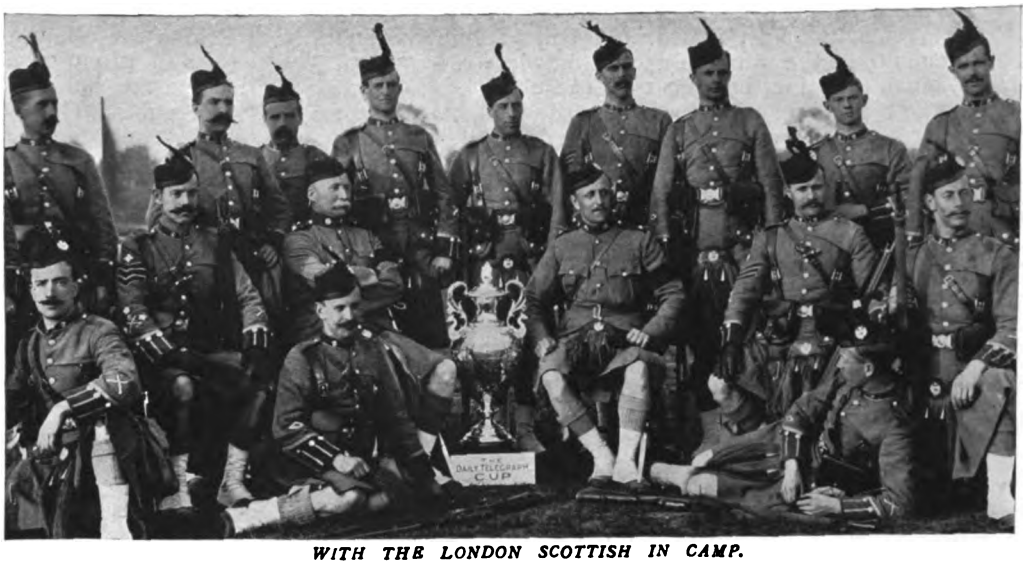
DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.



WITH THE LONDON SCOTTISH IN CAMP.

THROUGHOUT the country Volunteer gunners are expressing a hope that now the war is over they may soon be armed with guns of less archaic type than those on which in many cases they are at present obliged to perform their drills. For a long time the Volunteer Artillery justly regarded it as a grievance, that, as a general rule, they were only supplied with obsolete weapons; but during the stress of the South African Campaign they fully recognised that due attention could not well be paid to their claims. They have, however, good cause, if not good reason, to now hope for improved treatment from the authorities. All must remember the scathing criticism to which those responsible were exposed when it was discovered that our guns were out-ranged by, and generally inferior to, those in possession of the Boers. Yet the guns which proved antiquated under the test of use in actual warfare are quite up-to-date compared with the primeval ordnance of many Volunteer Artillery Corps. Whatever fault may be found in the detail of the revised Volunteer Regulations, it must certainly be acknowledged that they are intended to exact a higher standard of efficiency from all branches of the force. The Volunteer Artillery may be assumed to have some value in the eye of the authorities, for if not they would either have been disbanded, or, losing their distinctive character, have been absorbed in the Infantry. But is it not indeed a demand that they should make bricks without straw to insist on real efficiency and at the same time withhold the means of acquiring it? It is satisfactory to learn, however, that at any rate a modern fuse is being generally supplied to the force, in the shape of a time and percussion fuse which, if not exactly of the latest pattern, is a vast improvement on its immediate predecessor, an old wooden fuse which in the twentieth century is an object of interest to the archæologist. While on the subject of Artillery it will not be out of place to express regret that no Volunteer mobile batteries were allowed to give a display at the recent Royal Military Tournament. It is understood that one team was entered for a driving competition but was not permitted to appear, though no reason was assigned, as far as we are aware. It is entirely owing to their own energy and enterprise that such Volunteer batteries exist at all. The efforts of different corps to move their 40-pounders at manœuvres, etc., doubtless originated the formation of the batteries now termed "heavy." Of considerable interest was the experiment recently tried by a battery of the 1st Newcastle-on-Tyne R.G.A. Volunteers, who took their guns to camp drawn by traction engines instead of horses. At the time of writing a detailed report of the performance of this "steam" battery has not been received. But after this reference to mobile batteries there is one enquiry which might pertinently be made—viz., why should Volunteer *Field* batteries be classified under the heading of *Garrison* Artillery?

It was gratifying to notice that the various cadet battalions, not only in London but also from the provinces, were to have been represented in the Procession on June 27 in the same ratio as other Volunteer battalions. The establishment and maintenance of cadet corps and battalions is a movement which will appeal alike to the politician who recognises the need of an ever-ready home defence army, and to the social philanthrophist who knows the incalculable benefit it often proves to a working lad to be brought under discipline, and at the same time to be provided with healthy exercise and occupation by drill, gymnastics, and rifle-shooting. A soldier, like the man of any other calling, is all the better for being caught young, and experienced instructors nearly always assert that the boys in these battalions learn their drill and duties quicker than the average recruit of more mature years.

Last December the Prince of Wales, in a speech at the Guildhall, referred to the cadets he reviewed in Australia and New Zealand, and mentioned that their expenses were borne by their respective Governments. The present Commander-in-Chief and also Lord Wolseley have more than once expressed their approval of such corps; the former, indeed, affirmed that lads who have been efficiently trained in cadet battalions would become quite as efficient soldiers in an equally short space of time as would the reserve man who had been away from the colours three or four years. We cannot but look upon it as unfortunate that our home Government does not afford greater support to these battalions. In recent years some concessions have certainly been made as regards a grant of free ammunition; and substantive, in place of honorary, commissions have been given to the officers, thereby enabling them to attend Schools of Instruction, a privilege of which full advantage has been taken. But the proper working of several cadet battalions is seriously crippled by lack of adequate financial support. Pending definite Government action, a discriminating public might well afford assistance towards the wider development of this good movement.

In military circles considerable discussion has for some time been taking place regarding the possibility of reducing the weight carried by the troop horse, and the subject is one which must prove of great interest to the Yeomanry. The last straw which breaks the camel's back has doubtless a similar effect on that of the horse, and experience on active service shows that the breaking strain of horseflesh is then far more quickly reached than under the ordinary conditions of peace exercises. Let it not be thought that our Mounted troops are in this way equipped more disadvantageously than those of other nations. For instance, in Russia the Cavalry man of the Regular Army carries on his horse not far short of 9-st., in addition to his own person and clothing; and even the Cossacks, so often cited as an example of ideal irregular Cavalry, are so equipped that their ponies bear a burden of at least 17-st. The average yeoman, not only amongst the officers, but also in the ranks, is decidedly instinctively inclined to treat his horse as a horse and not as an automaton or mere military conveyance. He has probably been used to horses from his earliest years; he will have ridden to hounds, and perchance occasionally "between the flags," and he has a good knowledge of what weight means. Would such a man be likely to casually offer to lend one of his horses to a friend who "walked" over 18-st., even for the purpose of only hacking a few miles? Yet what would this be in comparison with the prolonged strain imposed on horses during a campaign? It has been frequently affirmed that the weight now carried by Cavalry represents an irreducible minimum, but in spite of this assertion, it is by no means impossible that some keen soldier in the Imperial Yeomanry, whose mind is less fettered by obsolete traditions than that of his comrade in the Regulars, will devise some method by which the defect under consideration may be remedied.

Since the early days of the late operations in South Africa, when Major-General Baden-Powell's book attracted so much attention, the extreme importance of scouting has been far more generally recognised. Although, possibly, like the poet, a scout is born, not made, there is no doubt that any man can do much to train himself in the leading essential—the habit of observation. It is distinctly satisfactory to learn that properly organised attempts are being made both in the Yeomanry and the Volunteers to afford instruction and practice in this

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necessary branch of a soldier's art. An officer of Volunteers who saw service in South Africa, and had previously done much to encourage the study of tactics, has lately, in several districts, given a distinct impetus to the teaching of scouting. Already a fair measure of success has attended his efforts; indeed, he relates that one of his best pupils, and now most observant of scouts, is a man whom, two years ago, he met on the top of Ludgate Hill, enquiring the whereabouts of St. Paul's Cathedral!

This is evidently told in support of the theory that the habit of observation can, by constant practice and thought, be acquired by those who have previously been unaccustomed to take notice of even conspicuous objects. Unfortunately civilised man, and especially if he be town-bred, is greatly lacking in keenness of vision and acuteness of ear; but this is rather a result of want of exercise of these organs than any actual defect in the organs themselves. Personally, we think the opinion freely expressed some eighteen months ago, and prominently by the late M. de Bloch, that the irregular, or half-trained man, is as good as, or better than, the Regular soldier, is altogether dangerous and erroneous. Those who ventured to make the assertion apparently failed to recognise that future wars need not all be fought on conditions similar to those which existed in South Africa. But as a scout there is absolutely no reason why the civilian soldier should not prove, in all respects, equal to his professional *confrère*. Indeed, his superior general education should render him more valuable, if only from ability to make more correct deductions as a result of his observations. Scouting is most interesting work, and it is hoped that eventually exponents of its highest development may be found in the ranks of our citizen soldiers.

IN THE CHURCH SQUARE, PRETORIA.

SCENE DURING THE PEACE THANKSGIVING SERVICE ON JUNE 8, 1902.

THE conclusion of peace between Great Britain and the Boers has naturally been productive of many impressive and deeply interesting scenes, but that depicted in the accompanying illustration has an impressiveness and interest all its own. The picture is from a photograph secured during the Peace Thanksgiving Service held at Pretoria on June 8, and the large building which forms the background is the old "Raad Zaal," which stands with a northern aspect in the Church Square. On the extreme left of the picture is the Grand Hotel, with thirteen massed bands stationed in front of it. The choirs are about to form up in their places, and the clergy are on the point of mounting the platform in the centre foreground. To the right of the picture are the Army Nursing Sisters of the local Military hospitals. The soldiers in the right foreground are the "National Scouts."

From a variety of standpoints the picture is one which appeals forcibly to the most indifferent observer. The local interest is, of course, a predominant one, and it would be easy to expatiate upon the numerous reflections aroused by the holding of such a service at the close of such a war in such a centre. Bygone memories of Pretoria are mingled with much that is painful, and with somewhat of positive humiliation as well. These memories will not readily be completely effaced, but such pictures as this, in which the note of triumph is becomingly subordinated to that of gratitude and devotion, will undoubtedly go far towards obliterating any old feeling of bitterness that may have survived the conclusion of a terribly exhausting war.

It is a gratifying and attractive feature of the manner in which Great Britain conducts her fighting that it should have many religious associations, of which none are more impressive and instructive than such a Thanksgiving Service as is here described. War at its best is, as we all know, a sorry business, but there is something more than a mere attempt to palliate its grimness and grief involved in rendering solemn thanks for the cessation of hostilities. In the appearance on the scene of former strife and tragedy of the officiating clergy, of peaceful choirs, and, by way of a reminiscent link, of the Army Nursing Sisters of the local Military hospitals, there is an indication of the dawning of a new era, the brighter perhaps by reason of the sorrow and bloodshed that have gone before.

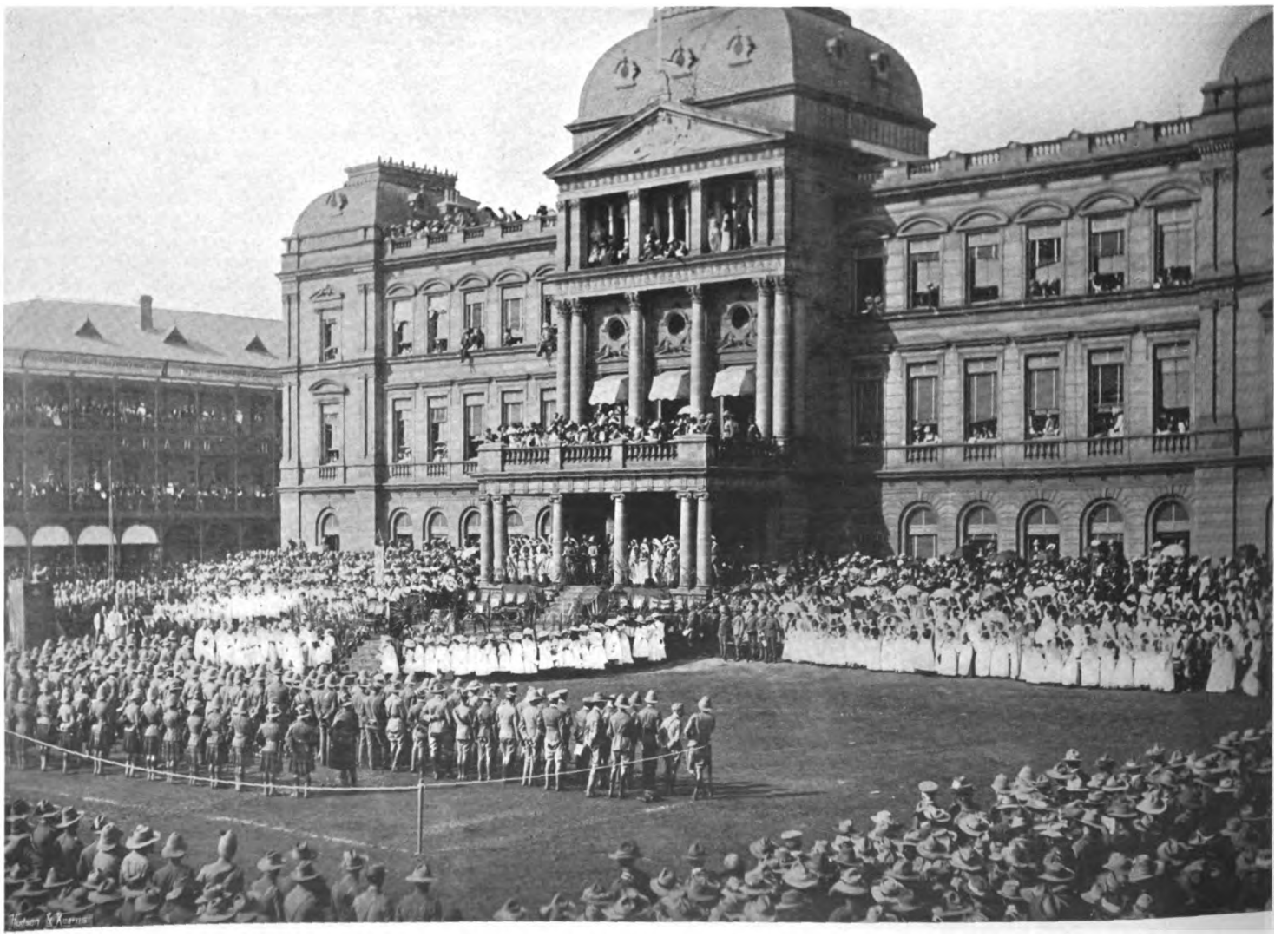

Photo. Copyright. *Wrench.*

A PEACE "THANKSGIVING SERVICE."

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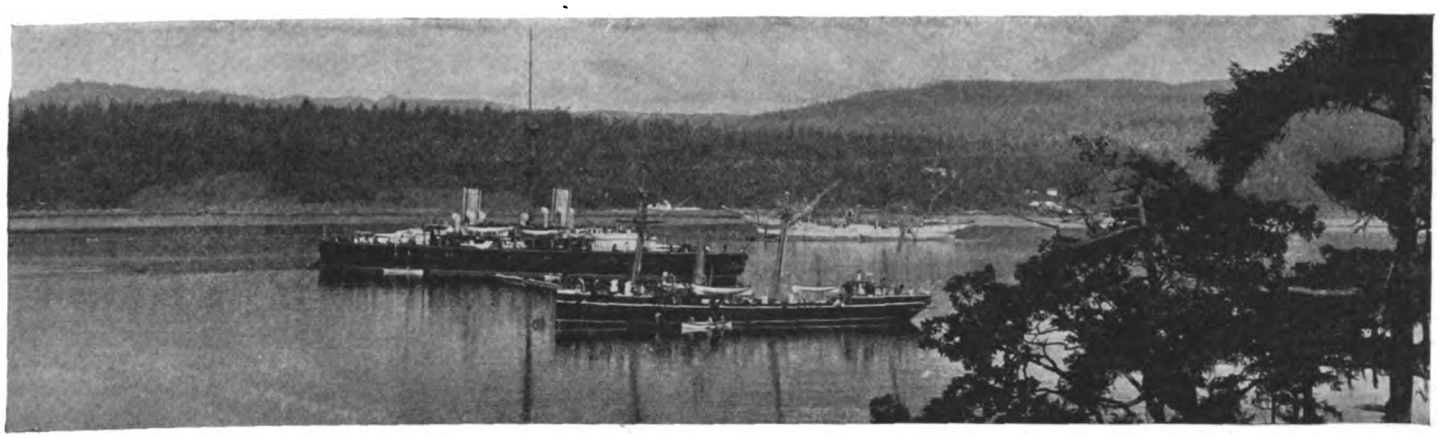

ESQUIMALT HARBOUR—HEADQUARTERS OF THE PACIFIC SQUADRON.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

"WE all hope that the occasion for war may never come, but, if it has to come, then this nation must win, and the prime factor in securing victory over any foreign foe must of necessity be the Navy." So spoke President Roosevelt, a month or two ago, to the cadets at Annapolis. He told them that if the American Navy failed, then was their country doomed to decay, no matter what might be its material wealth, or the high average of its citizenship. The time has gone by in which the Americans were content that their sphere of influence should be confined to the protection of their own coasts, and the policy of America for the Americans, out of which came the Monroe Doctrine, is no longer enough. We have only to glance at the character of the measures now in hand to realise that the statesmen of the United States have embarked upon a policy of great enterprises. Their energies are absorbed in projects which extend beyond their borders, and imply radical changes in the relations of their country with the rest of the world. The creation of a large mercantile marine, the measures taken to secure control of the great shipping lines, the construction of the Isthmian Canal, the acquisition of the Danish West Indies, the laying of a cable across the Pacific, the annexation of Hawaii, the establishment of a Naval harbour in Samoa, the development of the new possessions in the Philippines, with Guam and Wake Island, all show that the world-policy of the United States is thorough, and that its logical consequence is the creation of a great and powerful Navy. It looks, in the first instance, to commercial dominance in the Pacific, and the various stations secured indicate the march of the United States across that ocean. The same policy turns on the other hand to the control of the Caribbean, which the Canal is to unite with the Pacific, and in the Windward, Mona, and Anegada Passages, the Americans are installed upon the great highways of commerce passing from the Atlantic.

For something like a quarter of a century after the Civil War little attention was paid to the building of ships for the Navy. Then came a brief effort, resulting in the construction of some wooden and iron vessels, and the laying down of five monitors in 1874, which remained unfinished until Congress authorised their completion in 1887. An advisory board appointed in 1881 recommended the building of three protected cruisers and a despatch vessel, and private enterprise was stimulated in the development of ship-building resources. Then came the famous Naval Policy Board of July, 1890, which, taking a large view, recommended that the United States Navy should consist of 100 vessels, viz., 20 battle-ships, 20 coast defence vessels, and 60 cruisers. The recommendations were not adopted, and the strength has not yet been attained, but it deserves to be noticed, as a most significant fact, that the United States have now in hand a greater number of battle-ships than any other Power except our own. It is indicative of the progress made that, whereas only 18 vessels were in course of construction at the beginning of 1889, the number had increased to 40 in January, 1899, and the increase has continued until there are this year not less than 59 in hand. The vessels of the new Navy built since 1882 and completed up to December 31, 1901, number 79, and have cost 124,899,092-dol., 24 of them being torpedo craft and 55 vessels of other classes. The total strength of the new Navy of the United States in vessels built and building at the present time is 138, of which 56 are torpedo-boats and destroyers, and the total cost when all are completed will have been 235,082,210-dol. *Pari passu* with the building of ships the improvement of the Naval establishments has gone on. In the Appropriation Bill of 1902-3 provision is made for additions and improvements at the New York, Portsmouth, Norfolk, Boston, Narragansett, League Island, Washington, Mare Island, and New Orleans yards and establishments, as well as for extensive works at Puget Sound, Porto Rico, Olongapo, Cavite, and Guam, including four large dry docks. In short, in every material respect extensive progress is being made; and an increase in the personnel is progressing concurrently. Last year 5,000 men were added; this year 3,000 are provided for, and 6,000 more are required for ships actually in hand.

The United States battle-ships are of interesting character. With the "Kearsarge" and "Kentucky," launched in 1898, and displacing 11,540 tons, was introduced the system of superposed turrets, four 8-in. guns being coupled in two smaller turrets upon the top of the big turrets for four 13-in. guns. The system was not applied in the "Alabama," "Illinois," and "Wisconsin," 11,525 tons, belonging to the same year, nor again in the "Maine," "Missouri," and "Ohio," 12,400 tons, which are still in hand. Three other battle-ships—the "New Jersey," "Georgia," and "Virginia"—were authorised by Congress on March 3, 1899. The highly encouraging view which some officers took of the superposed turrets began now to weigh with the Bureau of Construction, and discussion caused some delay. Delay resulted also from the action of Congress in refusing to allow an adequate price per ton for armour answering to the ballistic test required for the Krupp formula. No solution of the difficulty was arrived at until the following year, when, on June 7, two other battle-ships—the "Nebraska" and "Rhode Island"—were authorised, and the whole five were ordered to be put in hand together. After a proposed compromise in regard to the system of construction, the superposed turret was adopted for all these magnificent vessels. They will displace 14,600 tons, and it may be interesting to note that they will have four 12-in., eight 8-in., twelve 6-in., and about thirty smaller guns, while our own "King Edward VII." class will have four 12-in., four 9·2-in., ten 6-in., and some twenty-four smaller guns. The speed of the American vessels is to be half-a-knot more than in our new ships, and the coal capacity appears to be about the same. The American vessels will be at least as well protected, and the difference of character between the two classes deserves to be noted. At the present time these vessels have made very little progress, the "Virginia" and "Nebraska" being barely begun, and the "New Jersey," "Georgia," and "Rhode Island" in quite early stages. It is maintained that the Americans can build as rapidly as ourselves, though cost

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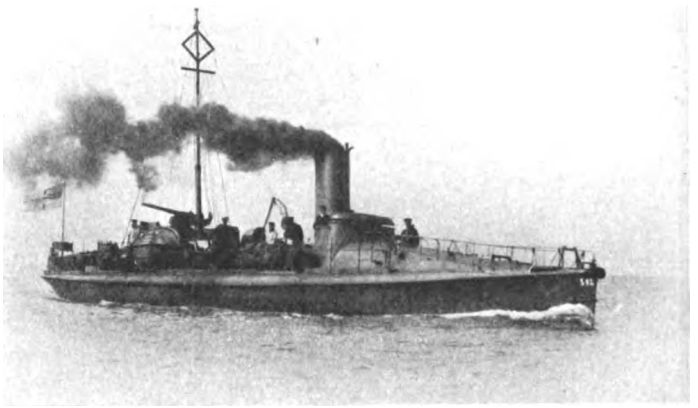
per ton is rather more, but their later ships have been retarded by the action of Congress. The programme of the present year as passed by the Senate includes two battle-ships of not more than 16,000 tons, in which it would appear that the superposed turret plan may again be laid aside, as well as two armoured cruisers of 14,500 tons, and a couple of gun-boats. When the battle-ships are completed, nineteen out of the twenty battle-ships recommended by the Naval Policy Board will have been constructed.

To describe the vessels is not my present purpose. That, in regard to the new ships, may come later on. There are several armoured cruisers also in hand. The "Pennsylvania," "West Virginia," "Colorado," "Maryland," "California," and "South Dakota" are of 13,600 tons, the last two being in quite an early stage of construction, and the two of a larger class, 14,500 tons, which are to be put in hand this year will be the tenth and eleventh of the new Navy. The cruisers now begun are magnificent vessels, protected from stem to stern, with battery plating amidships, and have four 8-in. guns mounted as in battle-ships, with fourteen 6-in. and more than thirty smaller quick-firers, and they are to have a speed of 22 knots. Nine protected cruisers are also building at the present time, but three of them—the "St. Louis," "Milwaukee," and "Charleston," 9,600 tons—are really of the armoured class, for they have 4-in. plating on the battery and engine spaces.

This survey will show that an active and alert policy is being pursued, although the action of Congress and the views of conflicting schools of thought have operated adversely by causing unexpected delay. There has also been some difficulty with the torpedo craft, many of the destroyers having failed to attain the required speed. Sixteen of them are completed or in hand, and, if the Department is content to accept a lower speed, for which its own designs may be held responsible, the boats will doubtless prove efficient craft. Finally, there are nine torpedo-boats on the point of completion, and most of them under trial (increasing the flotilla to 35), as well as eight submarine boats, and provision is made for five more of the "Holland" type in 1902-3. Outside all these classes are the four monitors, "Arkansas," "Nevada," "Florida," and "Wyoming," of 3,214 tons, almost ready, and of a powerful type, not likely, however, to be repeated, and of which the merits and uses have been a great deal discussed since the war with Spain.

THE LOSS OF A GERMAN TORPEDO-BOAT.

THE running down of the German torpedo-boat S. 42 by the English steamer "Firsby" off Cuxhaven on June 24, looked at first as though it would give rise to another German outburst against England. The prompt arrest of the English captain, and the statement that a deposit of £25,000 had been demanded from the English owners before the vessel should be allowed to proceed, did something to appease the ready wrath of the German newspapers; the more especially, perhaps, as the full value of the torpedo-boat did not exceed £7,500. It fortunately does not follow because rabid and most unjust utterances against England and the English have been very much in evidence in the German papers for the last year or two, that justice has ceased to reign in the calmer atmosphere of the German courts of law, even to the extent of giving a verdict in favour of the many times accursed Englishman, when it need hardly be said such a verdict is in accordance with the weight of evidence, and the English captain was acquitted. A yet more pleasing feature in this otherwise very sad business was the gallant behaviour of the young German lieutenant, who was in command of the torpedo-boat and who lost his life, together with three of his men. It so happened that the lieutenant had four Englishmen, who were returning from the Heligoland regatta, on board as his guests, and with them the German Privy Councillor Busley, a well-known authority on shipbuilding. The Englishmen were the Hon. R. Guinness, Sir E. Birkbeck, Mr. S. Somerset, and a servant. Suddenly one of the Englishmen drew Herr Busley's attention to an advancing ship, and he had scarcely done so when the vessel crushed into the torpedo boat, killing the steward to whom Herr Busley had been speaking. Herr Busley seized a life-buoy and sprang overboard, and was afterwards picked up by a steam-boat. Lieutenant R. von Rhoeneck, who is specially mentioned by our King in his letter of condolence and thanks to the German Emperor, stood by his vessel, but gave orders that his English guests should be the first to enter the only available lifeboat. When the lifeboat was picked up there were three persons in her and six others clinging on to her sides. All were wet through and much exhausted. Among them were three stokers and two seamen. S. 42 was one of thirty-nine boats built by Schichau during 1889-92, and is the third of these boats which have been lost. Her length was 144-ft. 4-in., and her beam 16-ft. 5-in. The German Admiralty has for some time ceased to build torpedo-boats of such small dimensions.

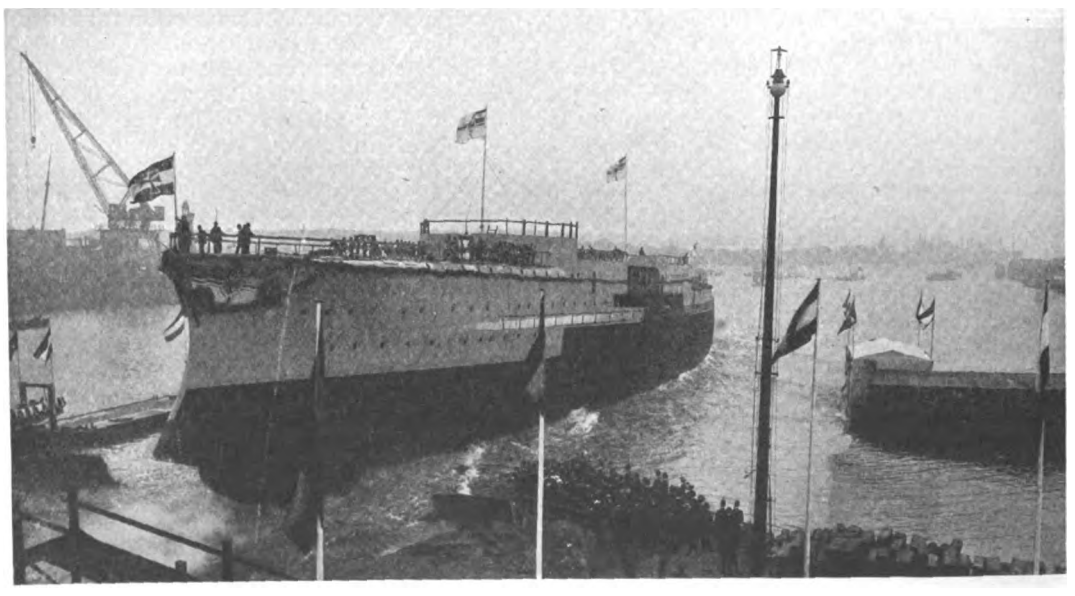


THE GERMAN TORPEDO-BOAT S. 42.

So unfortunately sunk by the English steamer "Firsby."

The launch of the new German cruiser "König Friedrich Karl" at Grünberg reminds us that the German navy is growing apace. It will be remembered that the dearth of cruisers in the German navy made it necessary to send out four battle-ships to represent Germany during the late troubles in China. The new vessel is a large cruiser, somewhat of the type of the "Prinz Heinrich," but instead of four 9·45-in., twelve 5·9-in., and ten 3·46-in., she will carry four 8·26-in., ten 5·9-in., and twelve 3·46-in. guns.

The Kaiser's dream of a great sea power is well on its way to completion. But the task has not been approached in merely sentimental manner. Tact, discretion, and economy have all been shown in turn by the Navy Department of Germany. The ship-building programme of 1900 was undertaken after a careful calculation of the possibilities of the State yards, and in the two years that have elapsed the ship-building resources of Germany have been increased beyond belief. Germans are nowadays at least our equals in the art of Naval architecture.



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INCREASING THE KAISER'S NAVY.

The launch of a new cruiser at Grünberg.

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OUR INDIAN EMPIRE.

By CAPTAIN OWEN WHEELER.

A Running Record of Military Life and Incident in the "Shiny East."

OFFICER AND TROOPER, MYSORE LANCERS.

THE effect produced upon India by the tragically sudden postponement of the Coronation will probably be described at length in the papers received by the next mail, but in the meantime it is safe to say that the effect in question will not be precisely similar to that created by the announcement in most other parts of the Empire. So far as the British residents in India are concerned, and among many thousands of natives of the better classes, by whom the King is held in personal reverence or intensely loyal affection, there will have been, of course, the same sensation of shock, followed by eager, burning anxiety to hear more of the *causa causans* of the blow. There are no communities in the wide world more passionately devoted to the Throne than the European and upper-class Native communities in India, and it goes without saying that the fervid sincerity of Lord Curzon's telegram to the Prince of Wales was genuinely representative of the state of feeling in every large city and station from Cape Comorin to Peshawar, from Burma to Bombay.

But it is symbolical of the vastness of India, of the child-like condition of millions of its inhabitants, that, in all probability, there are almost countless villages to which the news of the postponed Coronation has not even yet penetrated, and where, even when it does penetrate, it will be imperfectly understood. The lower-class native of India, even when partially instructed by intercourse with educated communities, pays careful and habitual attention to the Ruskinian doctrine of taking "short views of life," and his horizon is curiously narrow, even as compared with that of the English rustic, which, as we all know, is sometimes sufficiently restricted. When, therefore, we attempt to gauge the manner in which the first news of the King's illness was received in India we must bear in mind that that great Continent cannot be judged by any ordinary rules, and that such local manifestations of grief as lend themselves to Western observation are largely confined to what may be termed the official and mercantile classes. It is important to recognise this fact, partly by way of explaining why India may have been less loud in lamentation than some other Colonies, every dweller in which is more or less educated, and possesses a more or less clear idea of Royalty and what it means to the British Empire. Again, there is the useful thought that such expression of sorrow as has already come from India, and such as may be anticipated, is the more to be appreciated, as it comes from understanding minds and from centres of very keen intelligence if not of the highest educational advancement.

As for the Native Army, here we are on such sure ground of devotion to the personal idea of Royalty that it is easy to forecast the impressive gloom which will be shown by the next mail's papers to have spread itself over every regiment in the Native Army on receipt of the tidings of the King's dangerous illness. Although the idea of affectionate devotion to a female ruler is not easily implanted in the Oriental mind, the personality of Queen Victoria was a very real one to the Native Army, and the appreciation of King Edward not only gained much from that fact, but had an added significance of its own in attracting the reverential loyalty of every class of Indian soldier. It is difficult to conceive of a more solemn and striking combination of mournfulness than must have been exhibited in this case by the Native Army, which will have added to the dignified Oriental expression of grief the passionate sentiment of attachment to a personal chief and the known fountain-head of all British military honour.

This latter view will have been brought nearer to us by the presence in this country of the Indian Coronation Contingent, the sorrow and sympathy expressed by which has taken in some instances a very affecting form. The utter disappointment which the postponement of the Coronation occasioned in the members of the Contingent was clearly subordinated to the desire to accept a great Imperial affliction in a becoming spirit, and to let England see that India, while equally affected by the overwhelming nature of the misfortune, could exhibit similar fortitude in placing personal feelings in the background. To many of these Indian soldiers the announcement of the postponement of the ceremony must have been an incalculable disaster, for it is quite impossible to gauge at all accurately the extraordinary depth and breadth of Oriental feeling in such matters. To some the mere sight of the King would have ensured a happy old age, while to all a participation in the Procession would have signified an honour which would have been handed down to another generation with an embroidery of pride and imagery of which our European minds can have but limited conception. The greater credit then to these fine fellows that their demeanour has been so perfect, such an admirable mixture of loyal solicitude and individual resignation.

There remain the visitors from India, some of them the King's specially invited guests, others those who had made the journey on their own account, partly as a tribute of loyalty, partly with a view to obtaining impressions of England at a particularly auspicious and otherwise splendid season. These must necessarily be classed in the same category with many thousands to other visitors from all parts of the Empire, but in some respects their case is different. With the two or three hundred Parsees who came over for the Coronation the opportunity has by no means been entirely lost, since this active and intelligent community has fully employed every moment of the time spent in England, and, while in no way less overcome than Englishmen themselves by the distressing interruption of the Coronation, has yet carried out a notable programme of sensible and instructive sight-seeing, coupled with reasonable indulgence in various forms of Western entertainment. For these what would have been Coronation time, though sadly shorn of most of its grander attributes, may yet have provided not only an appreciated change of scene and thought, but a starting-point for the development of fresh ideas, and of a clearer conception of what is really best and brightest in European civilisation.

Others may not have been so fortunate, and in such as yet linger among us, without any special ties, such as the Parsees have, of racial brotherhood, and with, perhaps, a rather vague idea of what they ought to do in the changed condition of affairs, an enlightened public may well be asked to feel some kindly interest. There is not much genuine goodwill or good sense involved in urging the casual native visitor of this stamp to "spread himself" in pleasures of which too often he appreciates only the grosser side. But real kindness and some Imperial forethought might be displayed by pointing out what are sights and recreations and entertainments from which even the Oriental mind—the queerest mixture of density and sharp intelligence it is possible to conceive—can carry away a better idea of English mental as well as material superiority.

Passing from the interrupted Coronation to the Coronation Honours, it will have been noted by careful observers that several of those in which India is particularly interested were not issued in any particular Indian connection, and in some instances were obviously bestowed for other than Indian services. The Field-Marshal's bâton conferred on Sir Henry Norman has reference, of course, to his splendid achievements in the second Sikh War, in a variety of Frontier Expeditions,

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and in the Indian Mutiny, but his claims on those accounts have certainly been accentuated by other reasons. I discussed the probability of this appointment some months back, and gave what I venture to think was an interesting allusion to Sir Henry's earlier military career. It is pleasant to note that another Frontier hero of bygone days, General Sir Dighton Probyn, has received a fresh proof of his Sovereign's regard in promotion to the Grand Cross of the Bath in the Civil Division. Sir Harry Prendergast and Sir John Watson, both V.C.'s, the one representing the old Madras the other the old Bombay Army, have received Military G.C.B.'s, and Colonel Edward Bradford becomes a baronet. Some notable Indian war service is thus rewarded. All three officers won distinction in the Mutiny, Sir Harry Prendergast and Sir Edward Bradford served in the little-remembered Persian War of 1857 which Outram and Havelock brought to such a quick conclusion, and Sir John Watson is one of the few surviving veterans of the Punjab Campaign of 1858-59.

THE INDIAN TROOPS AT SPITHEAD.

ALTHOUGH our fellow-soldiers from India have been by a national calamity, prevented from seeing their Emperor, there is still hope that His Majesty's recovery may have so far advanced before their return to India that they may have the desire of their eyes.

In these prosaic days, when one man is as good as another, it is somewhat refreshing to a man of the Old World to know that there is still a race of men who look upon a king as a king. It would certainly be more correct to allude to our Indian visitors in the plural, as they represent many races—a fact scarcely yet grasped by the globe-trotter who looks upon the Afghan and the Tamil alike as "Indians," and who includes the Burman under this comprehensive heading.

We all remember Tennyson's greeting to Queen Alexandra:

> "Saxon and Norman and Dane are we,
> But, all of us, Danes in our welcome to thee."

The great poet thus voiced the feeling of the nation in welcoming the beautiful Princess who was to become the nation's darling as well as its Queen. We are, perhaps, less enthusiastic in the welcome that we give to fellow-subjects more nearly approaching to our own standing, but there is no doubt that this hospitable land of England always greets her friends with a whole heart. So found the Indian troops who were skilfully pioneered round the anchored fleet the other day. Many of these men had never seen the sea until the date of their embarkation for England. Their fathers had told them of the sinfulness of crossing the Kali Pani, and the various penalties entailed by venturing on the treacherous sea. They have now seen for themselves what this means, and those who have come will come again.

Among our Indian fellow-subjects there was not a dissentient voice as to the grandeur of the spectacle afforded them. Naturally there were some who could not quite appreciate the size and fighting power of the ships, and who made enquiries as to why the "Magnificent" and "Majestic" were not occasionally sent up the Ganges as far, say, as Benares, so as to give a greater portion of His Majesty's subjects an opportunity of seeing them. On the whole, the criticisms of the Indians were wise and discriminate. It must be remembered that they are all, essentially, landsmen, and have no technical knowledge of even pleasure boats. They are; however, astute observers and quick to absorb information. Such a thing as this will certainly happen at some future date: Captain Jones and Jemadar Afzul Khan will be out shooting together, and, the heat having failed, they will seek for some subject of conversation. "Jemadar Sahib," says Captain Jones, "you look nearly as blank as you did that day we saw the Fleet at Spithead. What's up?" "I was thinking of that very day, Captain Sahib, and wondering why some of the ships had four chimneys and some only one, and why some were smoking and some not. Our ship had only one chimney, and she went through the water all right all the way from Bombay. Of course, these are things I don't understand." "No more do I," says Captain Jones, being an honest man. "But tell me, what did you think of the Fleet?" "I thought," says the Jemadar, "that I saw several large forts all cleaned up and made new, and set floating in the water. How such things could float, especially when made of iron, I could not imagine; but there they were. When I was told that they could move as quickly as a horse can gallop, I was quite sure that the interpreter was lying. Now I know that he was telling truth. I have read several books on this matter, and it has been made plain to me."

Many another good subject of the King will think with the Jemadar that he ought to know something more than he does about the British Navy. The great assemblage of our Home Guard, although precluded from the honours of an inspection by His Majesty in person, will not be without its advantages. It gave the taxpayer something to see for his money. It showed the Colonial something of England's might which he could not witness in his distant home, and gave him a new sense of gratitude in being a British citizen. To the foreigner it was an example of the peaceful power of England, ready and willing to defend herself, but by no means anxious to provoke a quarrel.

The Indians who are with us have fully appreciated the honour done them by the special inspections by the Duke of Connaught and by the Commander-in-Chief, but the summit of their gratification was the inspection by His Royal Highness the Prince of Wales, when they were enabled to render a salute to Her Most Gracious Majesty Queen Alexandra.

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A REPRESENTATIVE GROUP.

Indian soldiers in the docks.

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THE GREAT REVIEWS OF OUR COLONIAL FORCES.

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THE EMPIRE'S REPRESENTATIVES BEFORE QUEEN ALEXANDRA AND THE PRINCE AND PRINCESS OF WALES.

The Parade State showed that there were present: Australia—16 officers, 1 warrant officer, 202 non-commissioned officers and men, Lieut.-Col. C. St. C. Cameron, C.B., commanding. Bermuda—1 officer, 5 non-commissioned officers and men, Lieut. C. S. Higgs commanding. British North Borneo—2 officers, 2 non-commissioned officers and men, Capt. C. H. Harington commanding. Rhodesia—1 officer, 1 warrant officer, 21 non-commissioned officers and men, Major M. Straker commanding. Canada—26 officers, 3 warrant officers, 628 non-commissioned officers and men, Lieut.-Col. H. M. Pellatt commanding. Cape Colony—4 officers, 4 warrant officers, 142 non-commissioned officers and men, Lieut.-Col. R. F. Cantwell commanding. Ceylon—3 officers 115 non-commissioned officers and men, Major A. J. Farquharson commanding. Cyprus—1 officer, 1 warrant officer, 12 non-commissioned officers and men, Major A. E. Kershaw commanding. Fiji—1 officer, 1 warrant officer, 19 non-commissioned officers and men, Major A. B. Joske commanding. Sierra Leone and Gambia—1 officer, 23 non-commissioned officers and men, Major J. E. C. Blakeney commanding. Sierra Leone Imperial Forces—1 officer, 26 non-commissioned officers and men, Capt. A. A. St. Hill commanding. Gold Coast—1 officer, 1 warrant officer, 52 non-commissioned officers and men, Capt. C. S. Hasewood commanding. Hong Kong—3 officers, 74 non-commissioned officers and men, Major A. Chapman commanding. Jamaica—2 officers, 1 warrant officer, 64 non-commissioned officers and men, Capt. C. W. Ogilvie commanding. Jamaica (Imperial)—1 officer, 29 non-commissioned officers and men, Lieut. A. E. Norton commanding. Lagos—1 officer, 23 non-commissioned officers and men, Capt. B. M. Read commanding. Malta—3 officers, 1 warrant officer, 45 non-commissioned officers and men, Major A. E. Mates commanding. Natal—1 officers, 2 warrant officers, 95 non-commissioned officers and men, Lieut.-Col. E. M. Greene commanding. New Zealand—5 officers, 1 warrant officer, 156 non-commissioned officers and men, Col. F. W. Porter, C.B., commanding. North Nigeria—1 officer, 33 non-commissioned officers and men, Lieut. F. P. Crozier commanding. St. Lucia—3 non-commissioned officers and men, Lieut. A. E. Norton commanding. South Nigeria—1 officer, 1 warrant officer, 49 non-commissioned officers and men, Capt. W. J. Vernour, D.S.O. commanding Singapore—10 non-commissioned officers and men, Lieut.-Col. Hon. A. Murray commanding Straits Settlements—5 officers, 101 non-commissioned officers and men, Lieut.-Col. Hon. A. Murray commanding. Trinidad—2 officers, 1 warrant officer, 47 non-commissioned officers and men, Major A. P. Lange commanding. Uganda—3 officers, 1 warrant officer, 29 non-commissioned officers and men, Capt. L. F. de V. Stokes commanding. Wei-hai-Wei—1 officer, 15 non-commissioned officers and men, Capt. R. H. James commanding. In addition to these there were 33 officers and 391 Colonial troops who returned in the "Bavarian" to take part in the Coronation Procession, who were halted past the saluting point by Brigadier-General Sir E. Brabant.

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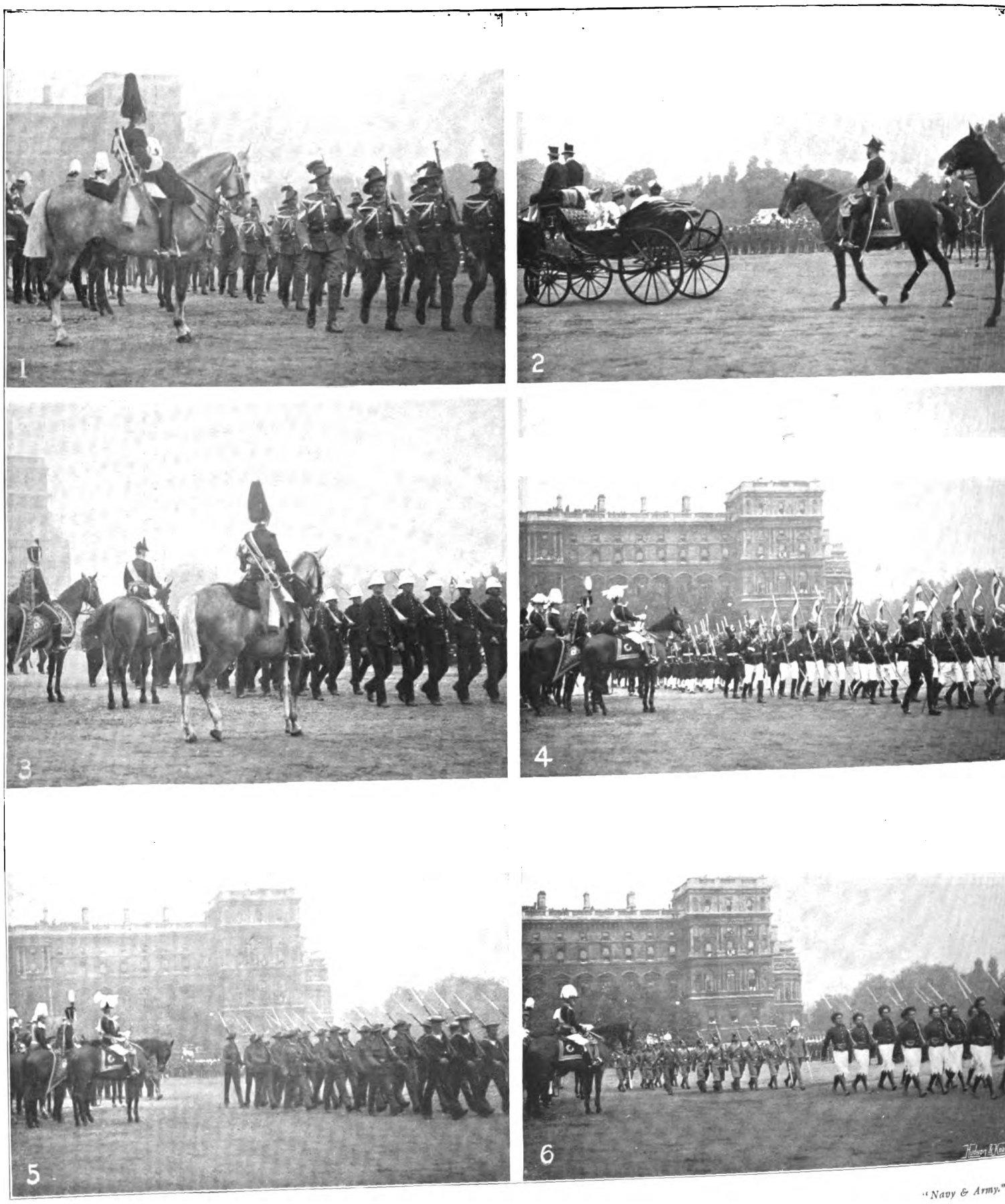
THE COLONIAL REVIEW.



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SNAP-SHOTS ON THE HORSE GUARDS' PARADE.

1. AUSTRALIAN BROTHERS-IN-ARMS.
2. THE QUEEN AND PRINCE.
3. CANADA'S LOYAL REPRESENTATIVES.
4. THE PERAK BODYGUARD.
5. SOUTH AFRICA'S CONTINGENT.
6. FIJIAN FIGHTING MEN.

There is little question that Tuesday's review of the representatives of our Colonial forces was one of the most impressive spectacles that it has ever been the lot of Englishmen to witness. Brothers-in-arms from Canada, Australia, South Africa, and New Zealand were succeeded by their brethren of duskier hue in the march past the Prince of Wales, and emphasised the oft-quoted statement that "the sun never sets on the British flag." Our Empire will never be shaken so long as she is supported by such powerful arms; and both King and country have every reason to be proud of the men of many nationalities, but true kinsfolk, who are ready at any moment to fight for the commonweal.

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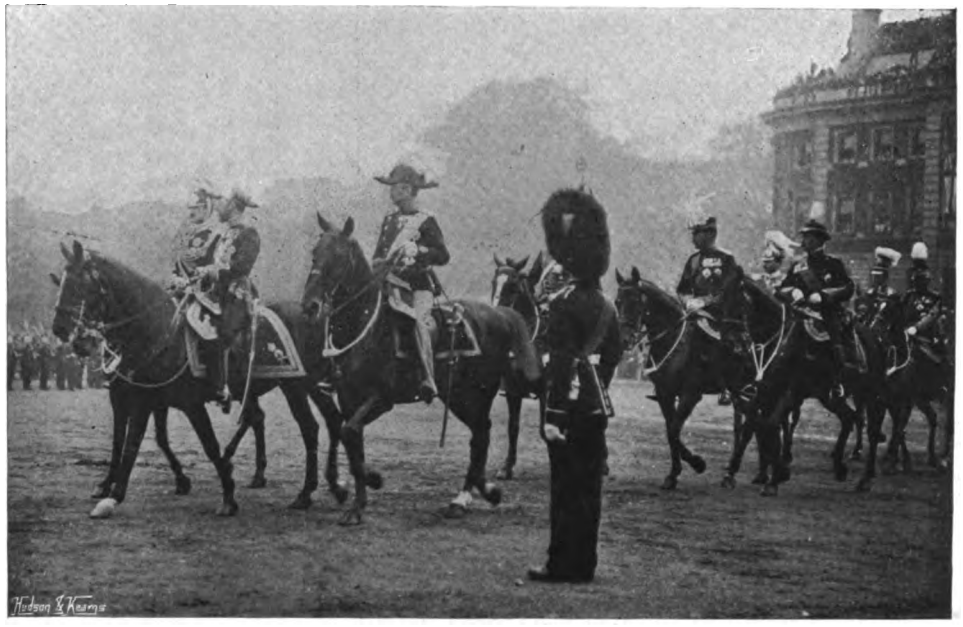
FROM INDIA'S CORAL STRAND.

HER MAJESTY AND THE PRINCESS OF WALES

Acknowledge the sympathetic cheers of the spectators.

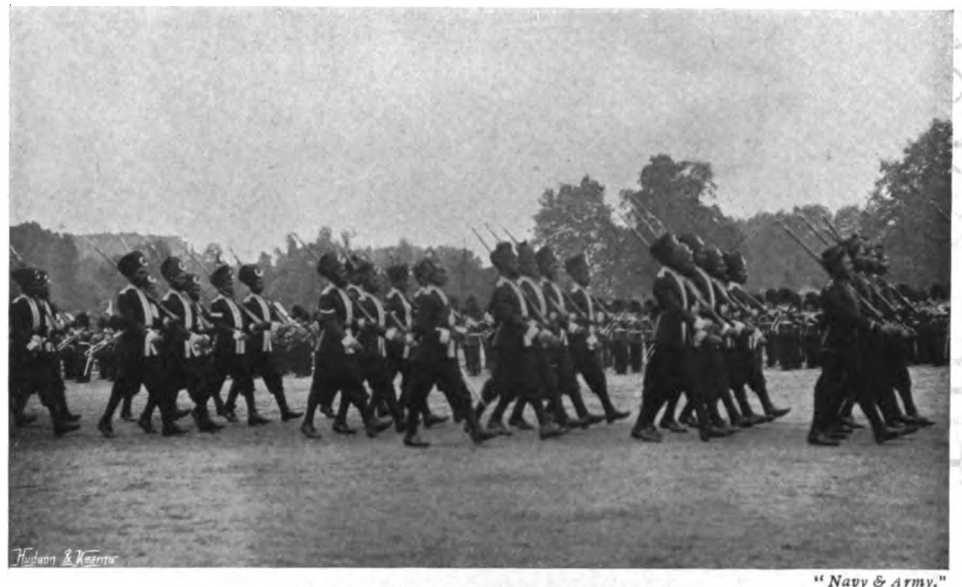


A PRINCELY PROCESSION OF POTENTATES.

The Heir Apparent was attended by numerous Royal visitors.

THE MADRAS LANCERS.

Whose French grey uniforms are most effective.



SIKHS OF THE PUNJAB.

One of the finest fighting forces of the Crown.

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If the review of the Colonial troops impressed the vast throng of spectators on the Horse Guards' Parade with a sense of the vastness of the British Empire, the picturesque review of our Indian troops on the succeeding day made all present feel the mighty force Britain possesses in her powerful Indian Army. The never-to-be-forgotten spectacle of these born fighting men was one that strangely moved the onlookers, and there is little wonder that their Emperor in his sick room heard the roars of applause that rent the skies as regiment after regiment marched past the Prince. The one regret of spectators and soldiers alike was that want of space necessitated the Indian cavalry, who are born horsemen, marching on foot past the saluting base.

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BRITAIN'S LATEST ARMOURED CRUISERS.

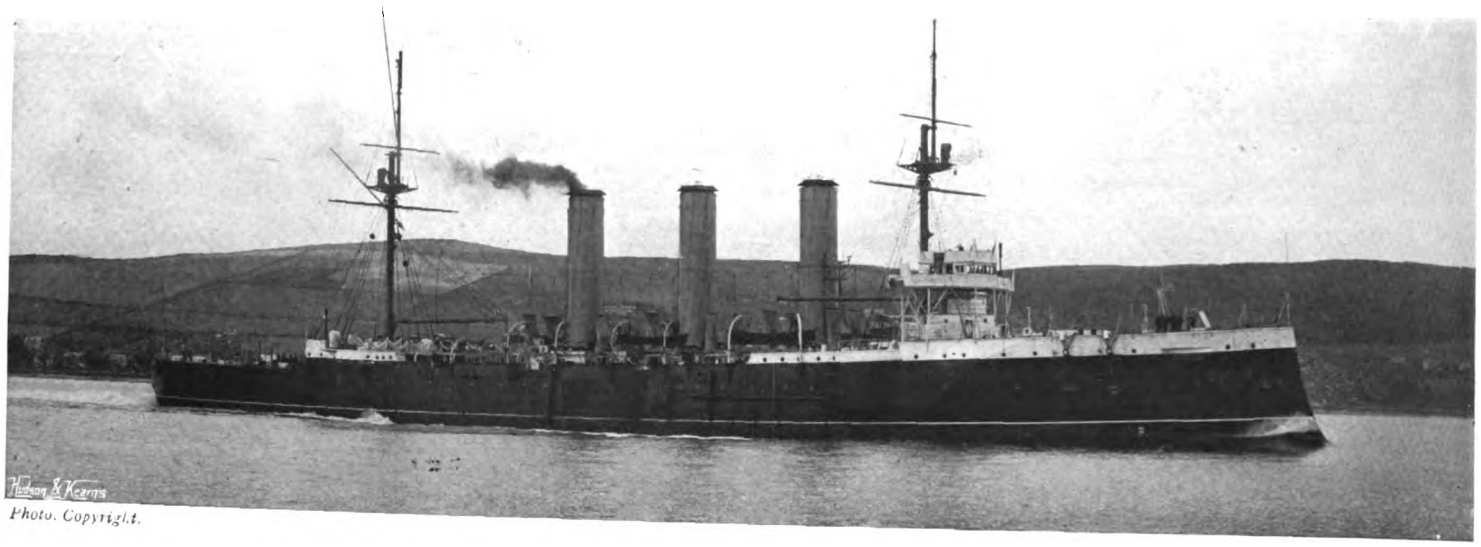
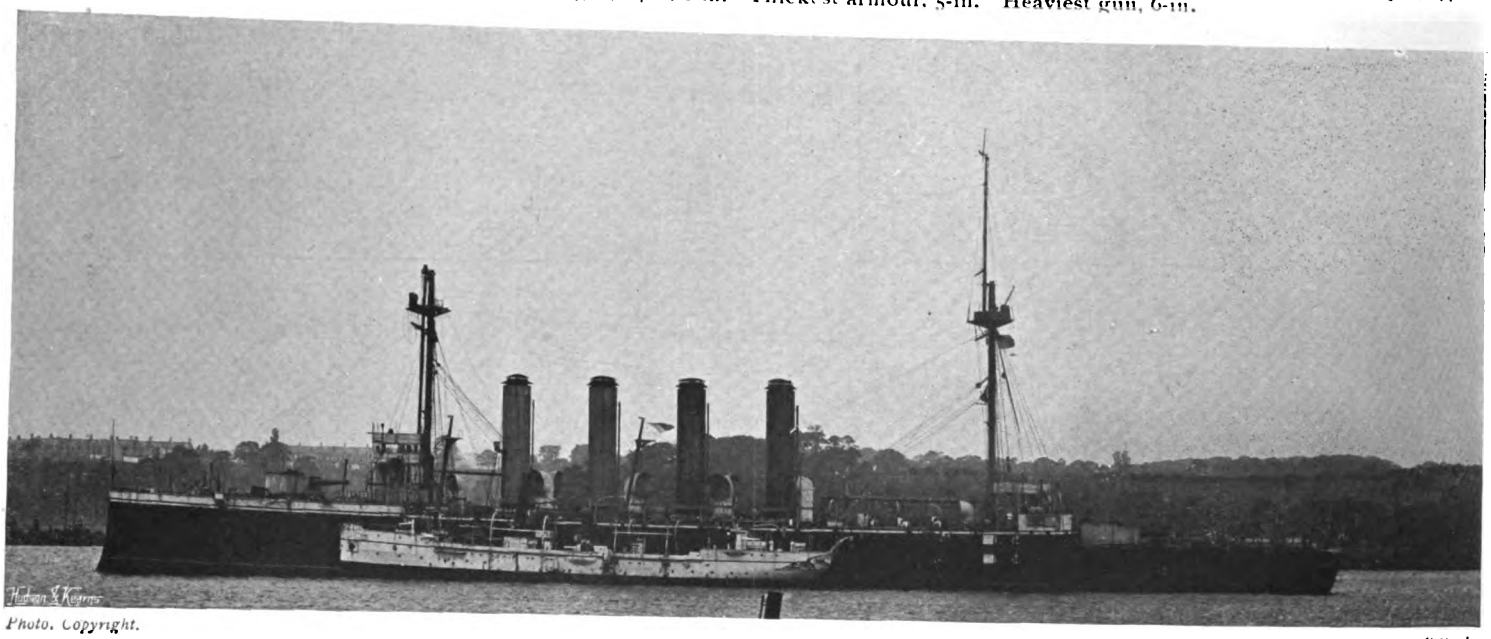


Photo. Copyright. *Maclure Macdonald & Co.*

THE "BEDFORD."

Built at Fairfield, launched, June, 1901. Displacement, 9,800 tons. Indicated horse-power, 22,000. Nom. speed, 23 knots. Length, 440-ft. Beam, 65-ft. Mean draught, 24-ft. 6-in. Thickest armour, 5-in. Heaviest gun, 6-in.



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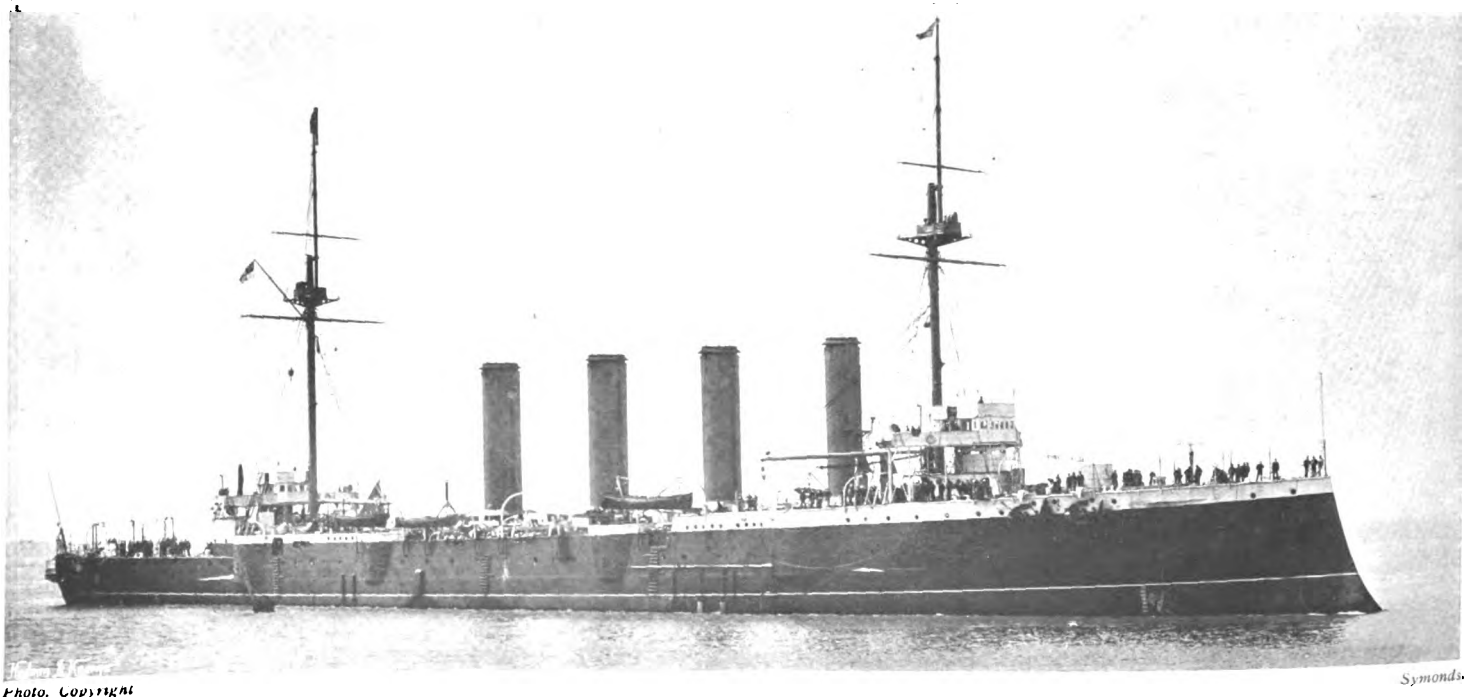
THE "HOGUE."

Built at Barrow, launched, August, 1900. Displacement, 12,000 tons. Indicated horse-power, 21,000. Nom. speed, 21 knots. Length, 440-ft. Beam, 69-ft. 6-in. Mean draught, 26-ft. 3-in. Thickest armour, 6-in. Heaviest gun, 9·2-in.



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THE "KING ALFRED."

Built at Barrow, launched, October, 1901. Displacement, 14,100 tons. Indicated horse-power, 30,000. Nom. speed, 23 knots. Length, 500-ft. Beam, 71-ft. Mean draught, 26-ft. Thickest armour, 6-in. Heaviest gun, 9·2-in.

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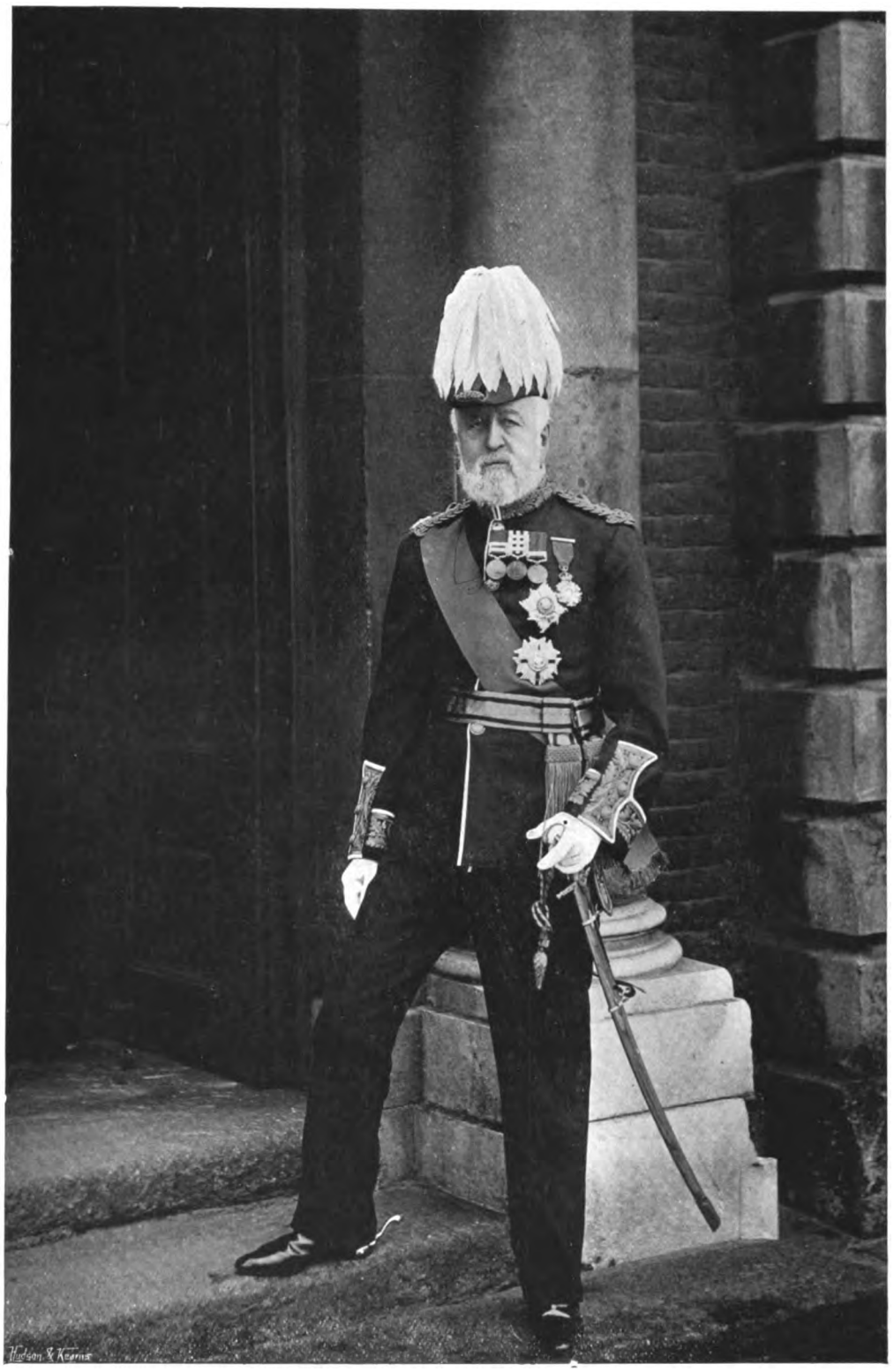
THE NAVY & ARMY ILLUSTRATED.

Vol. XIV.—No. 285.] SATURDAY, JULY 19th, 1902



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A NEW FIELD-MARSHAL.

FIELD-MARSHAL SIR HENRY WYLIE NORMAN, G.C.B., G.C.M.G., C.I.E.

This fine old soldier, who now worthily occupies the post of Governor of Chelsea Hospital, has for the past twenty years been chiefly connected with Colonial administration, especially in that of Queensland, of which he has been both Governor and Agent-General. But he had a notable previous military career, which included some very brilliant and gallant service in the Sikh Wars, in numerous Frontier expeditions, and in the Indian Mutiny; and if the Victoria Cross had been instituted in his young days, he would certainly be wearing it now.

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NAVY & ARMY ILLUSTRATED.
A PICTORIAL RECORD OF THE WORLD'S NEWS.
OFFICES - 20, TAVISTOCK STREET, LONDON, W.C.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

Officers and Gentlemen.

IT is unfortunate that the Royal Military College should so soon again have attracted unfavourable notice. The report of the Military Education Committee told the nation what experts knew already—that the system of education followed at Sandhurst left a great deal to be desired. Before we had finished talking about defects in methods of teaching, there came the unfortunate incident which has led to the sending down for a term of twenty-nine cadets, to show us that the discipline of the College was also in a very unsatisfactory state. We are not among those who seize every opportunity of pointing out that the War Office conducts its business in a stupid, unreasoning, and unreasonable spirit; but we cannot help thinking that better management of this unfortunate affair by the officials of the College, and by the heads of the Army, would have prevented it from coming before the public at large in so prominent and so undesirable a manner. Why, for example, could not the Sandhurst authorities have made the investigation of the fires a simple matter of police? They might surely have asked every one of the cadets to give his word of honour that he knew nothing about them, and then have put the matter, as it stood, into the hands of the Criminal Investigation Department. Setting fire to dwelling-places is an offence against the law of the land, with very heavy penalties attached to it. If there were any cadet base enough to commit such a crime knowingly, and wilfully to lie about it afterwards, the fear of the law would probably have had an effect upon him. If, as seems more probable, the fires were lit by a madman, whether the madman be a cadet or a College servant or an outsider, the detective force would in all likelihood have soon caught him in the act.

Supposing the authorities to have considered, and to have been disinclined to take, such a course as this, they ought then, one would think, to have laid their own plans for discovering the offender. To send away twenty-nine cadets because they cannot discover him seems to be a confession of utter incompetence on their part. They are appointed and paid by the nation not only to instruct young officers, but to keep them in order and to maintain a proper state of discipline in the College. They have failed to do this; and, having failed, they throw up their hands in despair and appeal to the Commander-in-Chief to devise some means for getting them out of their trouble. It is difficult to believe that the idea of rusticating a whole class can have come originally from Lord Roberts or from the General Officer who was sent to Sandhurst to enquire into the affair. It sounds much more like the expedient of an inefficient schoolmaster. The Commander-in-Chief, one would imagine, must be in favour of treating the cadets rather as officers and gentlemen than as naughty schoolboys. This punishment, however, is just the kind of punishment which is inflicted upon schoolboys of the lower forms when every other expedient has failed.

The principle of collective responsibility is one of the principles that underlie the fabric of British law and social obligation. We have seen it constantly put into force in Ireland. When agrarian outrages cannot be traced to any particular perpetrator, the whole of the district in which they occur is made to suffer. It is also in schools a common practice to force offenders to give themselves up by threatening to punish the whole school. It is futile, therefore, to argue, as some are doing with great heat and violence, against the general principle which has here been acted upon. The proper line of argument to take is that in this case the introduction of such a principle is highly inexpedient. If these young men cannot be trusted to tell the truth upon their word of honour, then Sandhurst must have got into a very deplorable state indeed. It would be much better to clear out the whole of the cadets and not to let them return, but to let their places be filled up by others who are likely to make better officers and better gentlemen. We do not suppose for a moment, of course, that the state of Sandhurst is anything like so bad as this; but if anything could persuade the public that it was, it would be this action on the part of those responsible for the good behaviour of the cadets. They tell the world, in effect, that they do not put any value upon the word of honour of those on whom the future honour and discipline of our Army are to depend. This course is bound to have the worst possible effect, and not only upon these twenty-nine cadets who suffer at present; it is bound to influence the future of the College for a long time to come. The system of putting boys upon their honour has made our public schools what they are—the finest agencies that we have for the formation of character. No public schoolmaster would think of going back upon this system. Everyone knows that it is the best, both for influencing boys' minds in the right direction, and also for preserving discipline.

If it is the best for schoolboys, much more ought this system to be in force at the Military Colleges, where the cadets are older than schoolboys, and where it is exceedingly important to cultivate as carefully as possible the sense of self-respect and responsibility. It would be far better to let one criminal remain in the College, and to leave all the rest of the cadets with the consciousness that their words are accepted without hesitation, than to proclaim, as the authorities have done, that they cannot put any faith in their pupils' solemn assurances. We leave out the minor questions which have come up during the discussion of this subject. We cannot think, for instance, that the poverty of this or that cadet's parents ought to have any bearing upon the matter. If it is just and wise to send the cadets down, they and their parents must necessarily suffer. If, on the other hand, such a course is considered to be unwise and unjust, then there is no need to introduce these considerations at all. Nor do we think, as we have already indicated, that it is judicious to cry out against collective punishment as an outrage upon justice in any circumstances. The most important, and indeed the only, point that has to be decided is, as it seems to us, whether, in the interests of the Army, the cadets at Sandhurst, and equally at Woolwich, ought not to be treated as officers and gentlemen. For our part we are of opinion that this question admits only of one answer. If the Sandhurst authorities and the Commander-in-Chief (for Mr. Brodrick, with characteristic shrinking from responsibility, attributes the decision entirely to Lord Roberts) had only answered it in the right sense, this regrettable incident would never have taken up the time of Parliament and disturbed the nation's peace of mind.

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LORD KITCHENER'S WELCOME HOME.

Photo. Copyright. *Russell.*

LORD KITCHENER ARRIVING AT HARTLEY HALL.

On landing from the "Orotava" at Southampton Lord Kitchener, accompanied by Generals French and Ian Hamilton, drove to Hartley Hall, where he was instituted a freeman of the borough by the Mayor.

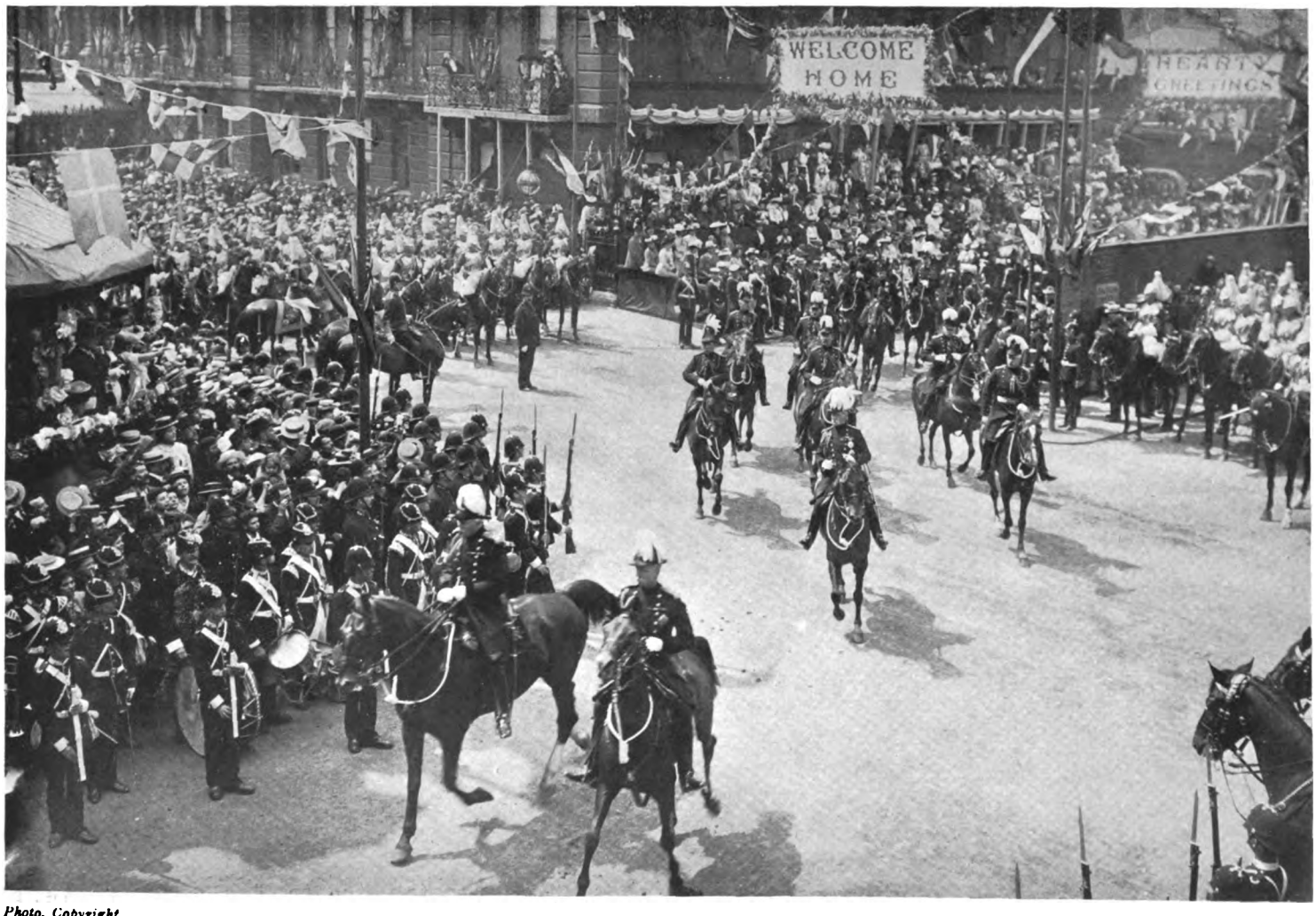

Photo. Copyright. *Haines.*

LORD ROBERTS AND THE HEADQUARTERS STAFF.

Among the brilliant throng assembled at Paddington to welcome Lord Kitchener, nothing was more striking than the cavalcade headed by the Commander-in-Chief of the Army, whose reception in the streets was exceedingly hearty and enthusiastic

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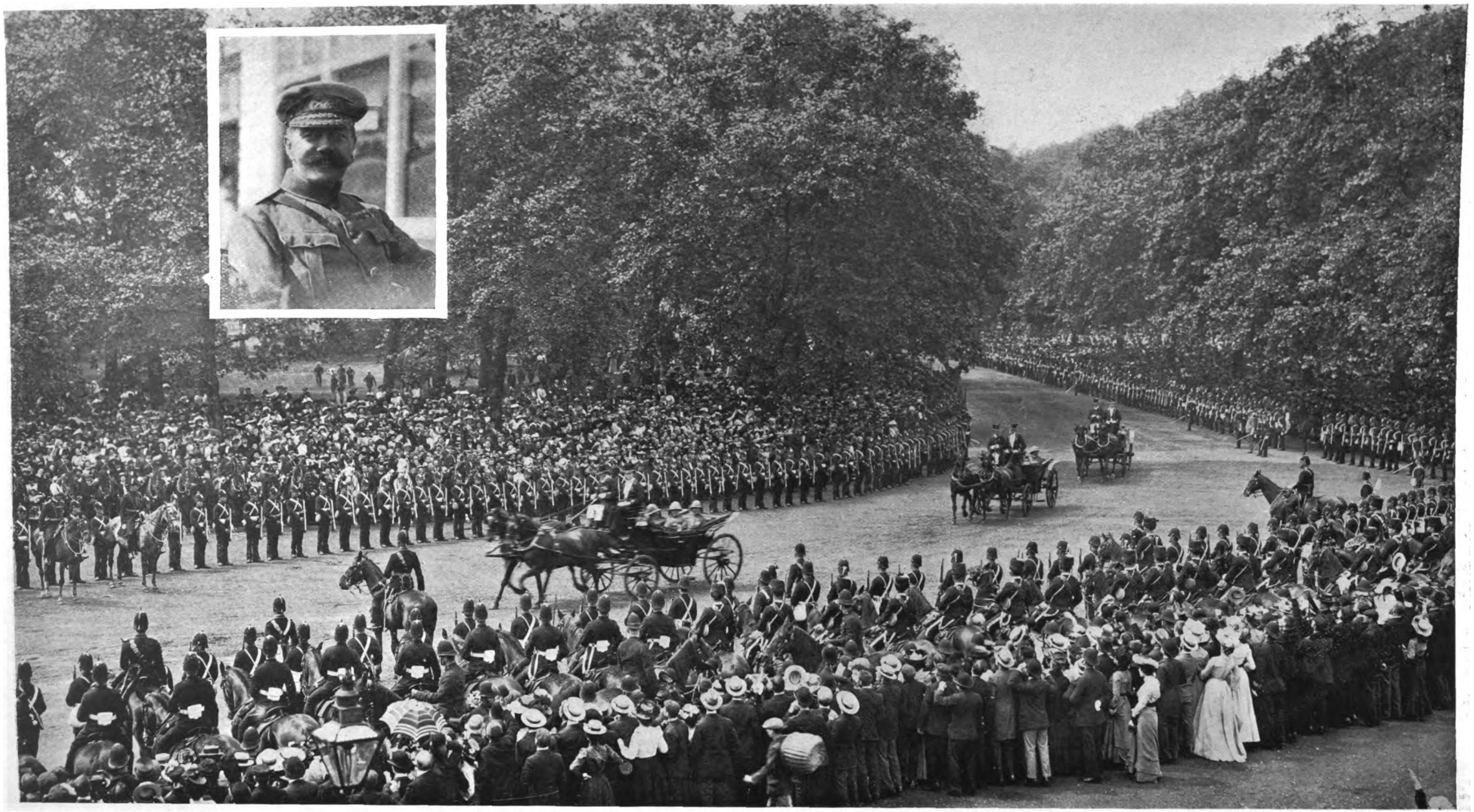
LORD KITCHENER'S HOMECOMING.



THE PROCESSION THROUGH THE PARK.

"When Lord Kitchener's carriage passed into the Park the great chorus of cheers was swelled into double volume from the thousands of spectators who had secured standing room on the undulating ground. It was at this stage of his progress that Lord Kitchener's welcome reached its greatest phase. The cheers burst into a stentorian roar as the carriage skirted the Park and then emerged into the view of the crowded stands on Constitution Hill. The carriage was just about to turn into the Mall when General French lightly touched Lord Kitchener on the knee, motioning towards Buckingham Palace on the right. Lord Kitchener urned his head, and the stern lines and knotted muscles of his face relaxed in an almost magical transition from Draconian severity to the bright, cheery smile which with his features are so real and so striking. For on the stand above the centre window the figures of two ladies, advanced before the other occupants of the stand, could be seen and readily recognised as the Queen and the Princess of Wales. Lord Kitchener's pleasure was no longer restrained or concealed, and he saluted twice towards the stand on which Her Majesty could be seen bowing."

The Photograph of the procession passing through the Park is by Russell, and that of Lord Kitchener smiling by Cribb.

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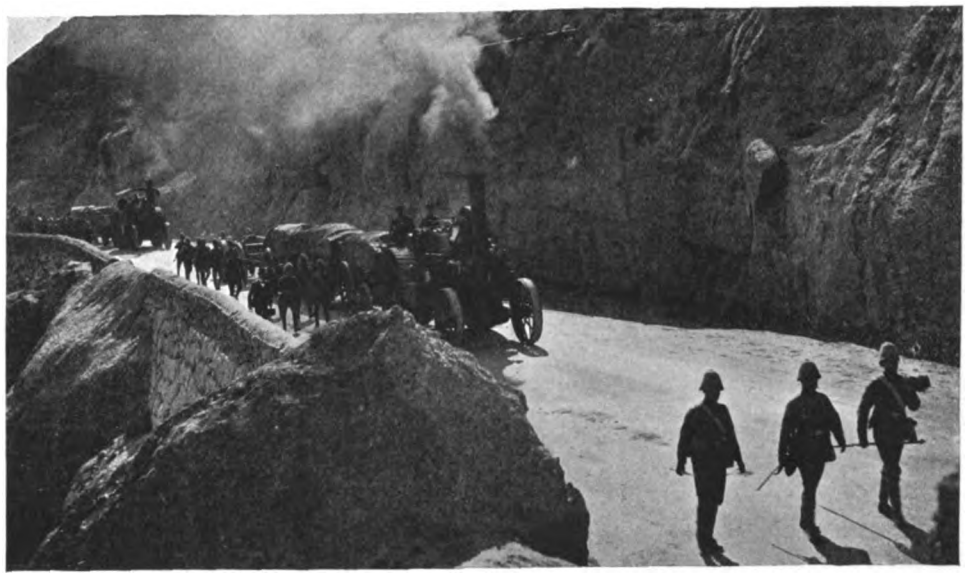
ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.



MILITARY TRANSPORT BY TRACTION ENGINE IN CAPE COLONY.

I DO not know that the authorities are to be altogether congratulated upon the choice which they have made of officers to fill the new commands in South Africa. Against the selection of Lieutenant-General Lyttelton there is nothing to be said. In fact, there is a considerable section in the Army which would have liked to have seen him in his present position eighteen months ago. But there appears to be rather a tail to the list of commands, a tail which conveys the idea that the appointments have been filled up upon the old and time-honoured "mutual admiration" system. But this only refers to the tail; one or two of the selections are excellent, especially that of General Clements, who is considered by many to be the best, and by all the worst treated, soldier in South Africa. Under the *régime* which has just come to an end, past services were of no account, and the officer, senior or junior, found success who played his cards so as to suit the lead of the first hand in Pretoria. The results of the campaign may be quoted against me as showing that I am wrong in my criticisms, and that the "one horse" show did very well—at least, that it brought the war to a close. True, it did, and you are welcome to have your "one horse" shows, and to run your campaigns as well as you please; and if you are satisfied (I am speaking to the taxpayer) to have your article at four times its value—simply because you believe that you admire a particular salesman—why, you are free to do so. But in doing so you will cheat yourselves, which is your own look-out, and not anybody else's business. But when, in this particular fancy for a single man, you encompass the professional ruin of your best servants, then, as a nation, you are surrendering one of the best of a free country's attributes. Take the case of the tardily-recognised Clements. Here is a man who, both as a tactician and strategist, can claim to be second to none in the British Army. Few realise the magnificent work that he did when he took over the command of the Colesberg positions from General French, when the latter commenced to consolidate his command for the advance upon Kimberley. Clements's operations at once became a side issue, and in consequence were overshadowed and dwarfed by the more theatrical episodes at Paardeberg and along the line of the Modder River. But, nevertheless, with a skeleton force, he succeeded in keeping employed and drawing after him a force of six thousand Boers, until it was too late for them to be of service to the beleaguered Cronje—a no inconsiderable achievement tending to the success of the main advance upon Bloemfontein. Then, again, as a commander of a detached force and mobile column, there was no other commander who could, to use a vulgar expression, hold a candle to Clements. The majority of men who have come to honours and knighthoods are none of them within the same class of soldier, yet simply because of the affair at Nooitgedacht he was blocked out of all advancement. Nooitgedacht and that spirit of independence which is the attribute of all good leaders of men threw him into that disrepute from which he has never been allowed to recover. Let us examine Nooitgedacht; what was the cause of the disaster? Not the General's dispositions—they were faultless—but the fact that a particular battalion turned and fled. The responsibility was theirs, not the directing hands; yet it was the General who was crucified. Colonel Kekewich, who receives another of the commands, is also an excellent selection; Colonels Thorneycroft and Bullock have proved themselves good soldiers. The rest of the commands are divided up between the following colonels: Blomfield, Burn-Murdoch, Stevenson, Barker, Rochford, Settle; and in Cape Colony, General Fetherstonhaugh.

The action of the authorities at the Royal Military College, Sandhurst, in rusticating, which is probably ruining the chances of a successful career of, 29 cadets for the latest act of mutiny at the college, has been received with the greatest disfavour by all connected with the Army. "The innocent with the guilty" theory, by which it is hoped to bring pressure first upon the guilty to confess their crime, and secondly upon the not guilty to make them commit a crime against their manhood, or, to put it less strongly, to induce them to break one of the chief tenets of their public school training, is certainly not the way to mend matters at the college, or even to deal with a body of gentlemen. It is opposed to the sense of justice which rules the whole of the British Constitution. Even the most despicable criminal is deemed innocent until twelve true men have proved him guilty. How much more, therefore, must 29 English gentlemen be deemed innocent! No, Sandhurst must be in a bad way to make this incipient rebellion possible. But the authorities can mend nothing by their present unjust and impolitic action. Twenty-nine suspects of the class from which the Sandhurst cadet is drawn protesting innocence is evidence which cannot be easily brushed aside. The cause of the rustication of these cadets requires the most stringent enquiry. In my opinion it has ceased to be a matter of mere local import.

I sincerely hope that we shall shortly see a considerable revulsion of feeling towards the guerilla chieftain De Wet. As soon as his peace speeches were published in England, a very considerable portion of the public lost their heads in admiration of the man. The peculiar constitution of the vulgar British mind almost eradicates the sense of dignity and proportion with which it is always comely to treat an enemy. But in the present case, when we see indications of excitability worthy of the worst class of Frenchmen, and a desire to present a man of the calibre of De Wet with testimonials and swords of honour, one feels that it is hopeless to expect right-mindedness from this nation. Has the past been so speedily forgotten, and, in the present, what do we know, is there anything to show us that this sudden surrender of the most bigoted and truculent of Boer patriots has not been a "cheque-book" transaction? But let us leave the present alone, and confine ourselves to the past. Has the British public forgotten the cold-blooded murder of Morgendal, the envoy. This was the handiwork of the man for whom one daily paper at least opened a subscription list. Have the public no compassion for the sufferings of their own soldiery? Do they forget the fact that, after the surrender of Dewetsdorp, the wretched defenders, all good British subjects, were stripped to the skin, and, bootless and unfed, were driven, rather scourged, along the roads to Bloemfontein? That they arrived in such a state that men who saw them sickened, and thought of the days of mediæval torture? Yet this was all done to the order of the hero De Wet, the man whom it was suggested should ride in the Coronation Procession. Then again, to continue the distasteful story. Are we so weak and time serving that we forget that De Wet did not even stay his hand from striking surrendered and maimed officers? We should have the memory of the mean assault upon Major Bogle Smith of the King's Dragoon Guards branded into our souls. How when the particular posse of prisoners which he commanded, starving and with bootless feet, utterly unable to march another step, lay down, that

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soul of knightly virtue, De Wet, came galloping up, called for the officer, and ruthlessly struck him a blow across the face with his sjambok, so craven a blow that the Boers even blush when they refer to it. Yet this is the man you would honour. True, let us forget and forgive all just acts of war, all incidents which were worthy of Christian belligerents. But has not this man committed the unforgivable sin? The murder of an envoy in cold blood is the act of an assassin; the torture of prisoners of war is a deed worthy only of the savage; the striking of an officer marks the man as a miscreant. Honour a brave enemy where honour is due, but dispense this honour with the dignity of the victor, not in the spirit of a gutter-gamin thirsting for the next sensation.

ON MANŒUVRES AT MALTA.

THE value of manœuvres to all branches of the Service is quite obvious. It is true that things occasionally occur and things are sometimes done which would not take place in actual warfare. Still, as far as possible, such anomalies are checked by the umpires. As it may be said that a man who is a skilful exponent of the art of self-defence with the gloves on has something yet to learn if he has never had a rattling set-to with naked fists, so may it be stated that the officers and men who are experienced in the manœuvres of mimic warfare have still a new sensation in store for them if they have never smelt powder in grim earnest. But no one would venture to assert that the skill of a glove pugilist is merely theoretical, and the same views must be held regarding the knowledge learnt by our troops on manœuvres. For several years past at all possible stations our soldiers have been thus annually exercised, and though the neighbourhood may not always be suitable for military operations, it is good training for our officers and men to get accustomed to all sorts and conditions of country, for with a world-wide Empire it is not often possible to choose our ground for the real thing. The appended illustration shows guns commanding the approach from the valley below during manœuvres in Malta. Although statistics seem to indicate —but, after all, figures can be made to prove anything—that the results following heavy gun fire are not very disastrous, all critics allow how greatly the efficient handling of artillery may affect the decision of a battle, and all who have ever been exposed to it recognise the moral effect of well-timed and well-directed artillery fire. Indeed, in the regulation notes on artillery and infantry fire it is said that it should be difficult for artillery, unaided, to prevent infantry in extended order from advancing to within long ranges, but that with infantry in masses it can cope single-handed. The gunners in the picture of the firing exercises at Malta certainly do not seem to be in any immediate danger of being "rushed" by the enemy's infantry. So much prominence has recently been given to military matters in the non-professional papers that even the "man in the street" who has never donned the King's uniform in any shape ought to be aware that the aim of the new Army training is to foster and encourage the intelligence and the initiative of the individual soldier. Throughout prolonged manœuvres it is the aim that all ranks from the highest to the lowest should be made to understand not only the general idea, but the why and wherefore of the different expedients adopted during the operations. By the way, was it not a man of the old Royal Malta Fencible Artillery, as they were then termed, who got himself into trouble by his answer in some of the earliest manœuvres conducted in the island? In some experimental movement he got conspicuously wrong, and officers and non-commissioned officers alike yelled at him to "get to his right place." After running in every conceivable direction the unfortunate man still failed to satisfy his superiors, and once more hearing, "Will you get to your right place, that man?" he turned round, and in somewhat broken, but quite intelligible and distinctly forcible English, exclaimed that "he had not the least idea where his right place was." Nowadays, apart from the heinous crime of answering from the ranks, the man would be expected not only to know his right place, but to have an intelligent comprehension of the main scheme, and particularly of the work of his own unit. The subordinate commanders are not necessarily checked when they do not act as seems best to those above them; but are afterwards encouraged to explain their motives, and if possible, justify their action, when an opportunity is afforded of pointing out any errors. There are some who can remember the commencement of our "Autumn Manœuvres" at home, and all the Great Powers now recognise the necessity of holding similar exercises each year. But, apart from all the named advantages, our manœuvres afford the inestimable benefit of a change of routine for Tommy Atkins.

Photo. Copyright. *Ellis.*

ARTILLERY IN ACTION AT MALTA.

A battery commanding the approach from the valley below.

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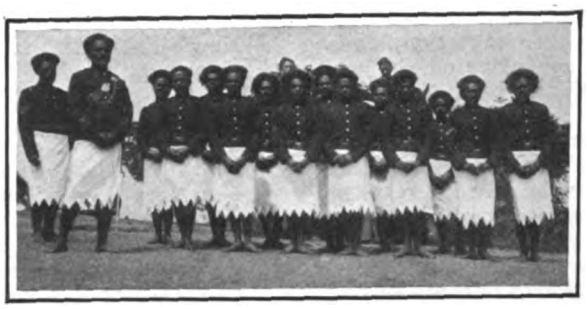
HORSE LINES IN AN INDIAN CAMP.



SOLDIERS OF FIJI.

BRITAIN BEYOND THE SEAS.

A WEEKLY STUDY OF COLONIAL NAVAL AND MILITARY INTERESTS.

By IMPERIALIST.

A RIDE ON A COW-CATCHER—CANADA.

BY this time the immediate reflections inspired by the grand review of the Colonial Contingents may have been somewhat obscured by other happenings. But, on the other hand, they have undoubtedly given way to more profound conclusions, to a graver sense of the larger meanings of that astonishing assemblage of British Imperial fighting men, such as will not only endure, but should lead to still more serious trains of thought, and prepare the way for still more important action. Such a review has far too many aspects to render it possible to discuss it fully in these notes. Its influence upon foreign spectators alone, to say nothing of the effect it had upon the very large section of the British public which witnessed it, and upon the Colonials themselves who took part in it, is a matter upon which it would be easy to expatiate in a manner if not interesting, at any rate extremely gratifying to Imperial sensibilities. But the best purposes of NAVY AND ARMY ILLUSTRATED will be served not by harping upon the more obvious features of this wonderful spectacle, but by emphasising its epoch-making character and by regarding it, at the same time, as a starting-point for more practical developments in the way of Imperial armed strength.

Reviews, as a rule, must be studied very carefully if they are to serve as useful object-lessons, because the first object of those reviewed is, as a rule, to disguise their everyday habit, and to present an appearance of spick-and-span smartness which would be wholly impossible in the performance of the more practical of their everyday duties. A rather humorous, if extreme, illustration of this was to be found in the contingent from South Africa which had landed just before the review took place, and which formed a conspicuous and interesting attraction to many of the spectators. The manner in which these fine fellows had brushed themselves up, and the excellence of their raiment and turn-out generally, were, of course, most creditable to all concerned, but it would certainly have been a far better object-lesson of the work in which the corps concerned had won such distinction if the men could have appeared in something decently resembling their workaday fighting costume. Similarly, there could not but be something artificial, and only imperfectly representative, in a gathering composed of many detachments, some of them numerically insignificant, and none exhibiting a complete unit of any local force.

It goes without saying that in the circumstances the very best possible was done, that the result was superb, and that the variegated nature of the review was in itself an object-lesson not only of the diversity of races included in the Empire, but of the multiplicity of different corps. But that does not make it less difficult to draw from such a gathering what are certainly the most practical conclusions which ought to be drawn from it, or to base on it any coherent superstructure of ideas as to what is to be the future of our system of Imperial defence. For the present the review has done much to draw popular opinion concerning the Colonial forces into a useful focus, and, that being done, it will be easier for the intelligent public, as well as for statesmen in conference, to realise what may, with tact and application, be accomplished. But in the ultimate adjustment of questions of training, of the number of troops to be locally maintained, and of future contingents for the warlike purposes of the Empire, there is much to be considered quite apart from the glamour and the glory and the gratification of the most genuine "Imperial Assemblage" of soldiers the world has ever seen.

By the time this appears in print some of these questions will doubtless have been decided by the Inter-Colonial Conference of which we make bold to form the happiest possible anticipations, in spite of the forebodings of many would-be critics. Our reason for taking a hopeful view is a simple one, namely, that most, if not all, of those who have assembled for this Conference are emphatically men of business, men of the world, who may be by nature more or less self-assertive, but who are quite shrewd enough to know that on such an occasion there will have to be a good deal of give-and-take all round, if anything practical is to be arrived at. With a commendable leaning to the picturesque, one bright writer on the Conference has headed his article "The Imperial Witan," and there is a happy association of ideas in thus applying Old English nomenclature to such an essentially modern British development. But it is useful to bear in mind the difference between the "Witan" of early England and the Conference of Colonial Premiers, as indicated in the proposition made above. Wisdom is, as we all know, very variously estimated. With Mr. Tony Weller it was measured by "vidth," and in the Witan, as in the Roman Senate, longevity and good position were probably accounted more serious qualifications than brains. But the sort of wisdom which makes the Colonial Conference a starting-point for boundless possibilities is, surely, as suggested above, a combination of experience with the class of wits which would bring the possessors to the front in any company and in any conditions.

If anything had been wanting to the complete impressiveness of the present month as a landmark in the history of the Empire—apart, be it understood, from the actual postponement of the Coronation, on which, in these notes, we shall not dwell further—it had surely been supplied by the happy coincidence of Dominion Day, and by the brilliant commemorative dinner at the Hotel Cecil. Of the speeches made on that occasion, Sir Wilfrid Laurier's may well go down to history as one of the most thoughtful and suggestive utterances ever made in such circumstances. There was a notable boldness of conception involved in his juxtaposition of Dominion Day as observed in Canada, and Independence Day as observed in the United States. Those two days, July 1, 1867, and July 4, 1776, could hardly with propriety have been mentioned in the same breath at such a gathering, had not events enabled those present to take a calm view of one of the events involved, while of the other no reflection could be entertained which was not of legitimate pride and confidence. Sir Wilfrid Laurier was even more happy in his allusion to the manner in which Canada had grappled with, and successfully solved, problems which still tax the attention and energies of older communities. There is a wealth of historical reflection and of political suggestiveness in the thought that, as in Canada, which, as Sir Wilfrid Laurier finely remarked, is not only a colony but a nation with a history, two races formerly hostile have been happily blended, so in South Africa there is more hope for future unity than jaundiced home criticism or Continental envy deem possible.

A communication from the Newfoundland correspondent of the *Times* has placed in a very interesting light the question of the confederation of Newfoundland with Canada, a matter which is occupying close attention locally, and which will doubtless have been discussed between the two Premiers, Sir Wilfrid Laurier and Sir Robert Bond, during the Inter-Colonial Conference. There would seem to be much of mutual advantage to both Canada and Newfoundland in

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union, more especially as the latter is said to have completely recovered from the financial difficulties in which she was involved some years ago. Canada would gain by the improvement of the St. Lawrence route, while the substitution of the Canadian for the local tariff in Newfoundland would reduce the cost of living in the latter island 40 per cent. These are large matters truly, but they will not probably interest the readers of this journal so much as the strategic and political advantages which union would bring to the Empire. It is not likely that in any case Great Britain would allow Newfoundland, the "key of the St. Lawrence," to fall into hostile hands without making a shrewd effort to retain it. But it would probably suit us very well to let wealthy and prosperous Canada take immediate steps to place the security of Newfoundland as far beyond question as land defences could place it.

The recent death of Sir Francis Scott not only means the loss of a valuable and experienced public servant, but it is a useful reminder of the impressive utility of the Army in affording assistance to Imperial expansion at critical moments. Men like the late Sir Francis Scott, who are capable and energetic leaders as well as strong and sagacious administrators and organisers, are invaluable in such regions as the West Coast of Africa, where local disaffection if not promptly checked may assume a serious complexion indeed. Before he went to Trinidad Sir Francis Scott commanded the Jebu and Attabubu Expeditions, as well as that to Kumasi in 1895-96, and will not readily be forgotten in the Colony which he served so well.

THE CANADIAN MINISTER OF MILITIA.

LIEUT.-COL. THE HON. SIR F. W. BORDEN, K.C.M.G., M.D., Minister of Militia in the Cabinet of Sir Wilfrid Laurier, is a native of Cornwallis, Nova Scotia. He was educated at King's College, Windsor, N.S. He took his B.A. degree in 1866, and his M.D. (for he is a Doctor of Medicine) at Harvard Medical School, Boston. In 1869 he was appointed assistant-surgeon to the 68th Battalion, Canadian Volunteer Militia, and by promotion hon. surgeon lieutenant-colonel, in October, 1893. He first entered the Canadian House of Commons, as member for King's County, N.S., in 1874, and was re-elected in 1878, but was defeated at the general election of 1888. But in 1889 he was again victorious, since which time he has represented the constituency. On the formation of Sir Wilfrid Laurier's Government, in July, 1896, he was appointed Minister of Militia, in which position he has been eminently successful. His name will be identified with the scheme just announced for establishing a Dominion Reserve, which will bring the Militia Force of the country up to a strength of about 100,000 men. A son of Sir Frederick Borden was killed in South Africa, after distinguishing himself for bravery.

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HON. SURGEON LIEUT.-COL. SIR F. W. BORDEN, K.C.M.G.

Canadian Minister of Militia.

During the late session of the Dominion Parliament Sir Frederick Borden submitted and carried a scheme for increasing the strength and the efficiency of the Militia. The present establishment of the Active Militia Force is about 35,000. Under Sir Frederick Borden's new scheme it will be raised to 100,000—an object to be obtained by the establishment of rifle clubs in every part of the Dominion, from whose membership recruits would be drawn for the Volunteer Service.

Sir Frederick Borden's scheme further provides for the establishment of a factory for the manufacture of the Ross rifle in Canada capable of turning out 12,000 to 15,000 rifles annually. The ammunition factory at Quebec is to be enlarged; an arsenal is to be established in British Columbia, and in the meantime magazines would be established in different parts of the country. Sir Frederick Borden has proved himself to be an "up-to-date" Minister of Militia and Defence, who is awake to the country's necessities.

The Canadian Minister of Militia and Defence is accompanied to England by Colonel Donald A. Macdonald, Chief Superintendent of Military Stores in Canada, who during his two months' stay in England will make a special study of the system of Army equipment.

Colonel Macdonald has had many years' experience in the Militia, and upon his shoulders fell the principal part of the work of equipping the various contingents sent by Canada to South Africa. He was warmly complimented upon the efficiency of his labours. Colonel Macdonald served during the Fenian Raid of 1866, the Red River Expedition, 1870, and in the North-West Rebellion, 1885. He wears medals for these campaigns, and was recently decorated with the General Service Medal.

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OFFICERS OF THE CANADIAN CONTINGENT.

Reading from left to right the names are—Back row: Capt. C. K. Fraser, Second Lieut. E. Lemieux, Capt. J. A. Benyon, Major H. J. Mackie, Capt. F. A. Howard, Major P. L. Mason, Major A. E. Panet, D.S.O., Lieut.-Col. E. Fiset, Capt. F. L. Cartwright, Capt. R. N. Courtney, Capt. P. B. H. Ramsey, and Capt. E. Laleberte. Middle row: Surgeon-Major A. N. Curry, Major H. B. Cronyn, Major H. McDavison, Lieut.-Col. A. T. Thompson, Lieut.-Col. H. M. Pellatt, Lieut.-Col. R. E. Turner, V.C., D.S.O., Major W. Forrester, Major J. A. Northup, and Major C. W. Stephens. Front row: Lieut. A. W. Mackenzie, Capt. E. A. Dunlop, Lieut. H. E. Emmerson, and Capt. E. W. Morrison, D.S.O.

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A NAVY CALL.

IN REVIEW ORDER.

AN ARMY CALL.

THE NAVIES AND ARMIES OF THE WORLD.

A WEEKLY CAUSERIE BY DAVID HANNAY.

THE incidental touches which illuminate the life of the old Navy, to be found in accounts of voyages and shipwrecks, are not so common as could be wished; yet we find them every now and then. In the preface to a thin volume, which bears for chief title "A Voyage to the South Seas in the Years 1740-41" and has for sub-title quite a chapter of description, there is a sentence of extreme value as an illustration. The voyage in question was that of His Majesty's store-ship "Wager," which formed part of Anson's squadron till it had entered the Pacific, and was then lost on the dreadful coast of Chiloe, on the little island which now bears its name on the south side of the Gulf of Peñas, which is, being interpreted, of "Rocks." The loss was a notable event in our Naval history. A part of its fame comes from the narrative of Admiral Byron, "Foul-weather Jack," which is an admirable example of its kind. Byron was one of the "Wager's" midshipmen, and, as everybody knows, he was the grandfather of the poet, and helped to provide material for the scene of the shipwreck in "Don Juan"—not, of course, personally, but by the channel of his account of his adventures. But, besides this, the loss of the "Wager" helped to add to the statute book, and to perfect the organisation of the Navy in a way which the sentence referred to above helps us to understand.

* * * *

The "Voyage" purports to be written by John Balkeley, gunner, and John Cummins, carpenter of the ship. They were the leaders, or among the leaders, of the majority of the crew who took the long boat and made their way home by the Straits of Magellan, leaving Captain Cheap and a few others, of whom Byron was one, to struggle northwards, by the help of the few natives they met, and through the most shocking sufferings, to the nearest Spanish settlements on the island of Chiloe. The tale of their adventures is a tempting one to tell, but the subject in hand is the sentence, what it tells us of the old Navy, and the consequences of the conditions it presents to us. To grasp the full meaning of it we must remember that the shipwrecked men of the "Wager" broke away from their obedience to Captain Cheap—not hurriedly, and not without gross provocation on his part. Still, break away they did, and in a sufficiently decisive and brutal style. Like true-born Englishmen they looked about for a technical excuse, and the law concerning the Navy gave them one. "After the loss of the 'Wager,'" say Balkeley and Cummins, "there was a general disorder and confusion among the people, who were now no longer implicitly obedient. There were two seamen particularly who propagated this confusion. They said they had suffered shipwreck in His Majesty's ship the 'Biddeford,' and received no wages from the day that the ship was lost; that when they were out of pay they looked upon themselves as their own masters, and no longer subject to command." Those two sea lawyers were perfectly right. When there was talk afterwards of punishing the men who deserted Captain Cheap, it was found that nothing could be done. Their pay having ceased with the loss of the ship, they were under no more obligation to obey Captain Cheap than another man. He might be entitled to half-pay, but he was no longer captain of the "Wager," and had no authority except as commander of that particular ship.

* * * *

The first thing that strikes us in this sentence from the preface is that the men are represented as not knowing what their rights and position were till they were told by the survivors of the loss of the "Biddeford." This, of itself, shows how much there was which was vague and unsettled in the old Navy. The status of a shipwrecked crew was, we might suppose, one of those points which would have been settled long before. Shipwrecks were not so very uncommon, and the question how far the captain and officers retained the right to give orders must have arisen on scores of occasions. Yet we see that nobody in the "Wager" knew the facts of the case except the two men who had belonged to the "Biddeford," and who had learnt by disagreeable experience that their wages were stopped on the loss of the ship. Even they do not appear to have known that they were released from subordination. They concluded by the light of their native mother wit that it must be so, going on the principle of no song no supper, no pay, so to speak, no obey. Their mother wit led them to a sound legal opinion. The sole nexus between them and the Navy was their wages. When the pay-book was closed they were free men, till they shipped again, or were pressed.

* * * *

Then one is struck by the testimony this long neglect to provide for a common case, and the little trouble it appears to have caused, gives to the general loyalty of the English people at that time, and of the seamen in particular. There must have been a prevailing disposition to obey, and a great permanent respect for all who held authority. It must have been strong enough to survive the loss of right to command on the part of the officers. They continued to be followed because they were gentlemen, and the natural instinct of the seaman was to follow the gentleman. Even in the case of the "Wager" this may be seen to have been so. The men would have gone on obeying Captain Cheap if he had been a gentleman otherwise than by right of his commission, and had not been by nature brutally selfish, narrow-minded, and obstinate. It must often have happened that no opening was made for trouble on this point. When a ship belonged to a squadron, and the shipwrecked crew were taken off, the admiral or commodore would distribute them among the other vessels, and use them to fill up the vacancies, which were always numerous. Then they would be members of a new crew, drawing wages, and subject to 13 Charles II. It was the wreck of the single ship, which either did not belong to a squadron or had separated from one, like the "Wager," which would have afforded an opening for a dispute. Yet there can have been few instances, and they cannot have been serious, or else the necessity for making an alteration would have been manifest long before.

* * * *

The outbreak in the South Seas after the loss of the "Wager" made the Admiralty recognise the need for continuing the lawful authority of the captain. The result was the passing of the Act by which it was settled that wages

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should continue to be paid to a shipwrecked crew till a court of inquiry had been held and she was put out of commission. It is a most characteristic story. Our Naval organisation has grown up from hand to mouth, starting from the "Custom of the Sea," and advancing step by step from one law to another, each passed as the need arose, and as some particular incident, or piece of misconduct, or discovery that some deficiency had to be made good, forced the Admiralty to act. There is no exaggeration in saying that with us the State, and the Admiralty which act for the State in Naval affairs, has never foreseen nor tried to foresee anything. It has habitually taken what existed, and used it as it stood, until an obstacle was met, or a want discovered. Then it has proceeded to plough round that obstacle, or make good that want, by measures taken for that express purpose, and for no other. The process is one which would have filled the mind of such men as Colbert and Lionne, who organised the Navy of Louis XIV., with contempt. Nor is it to be denied that when we look at it in the working it does not always inspire respect. We are inclined to belittle the intelligence of rulers who left such important things as the duration of a captain's authority in circumstances which were certain to arise unsettled. We cannot admire the capacity of statesmen who drafted the 13 Charles II., the first Navy Discipline Act, in such a slovenly way that it had to be propped up by amending Acts, and even so was so full of omissions and contradictions that it had to be abolished and replaced by 25 George II. All we can say is, that this was our way, and that the habit of acting only to meet a proved need does supply some guarantee that you will be guided by experience.

A LINK WITH THE PAST.

THE punishment of evildoers in this enlightened twentieth century is, to put it mildly, very different from that which fell to the lot of the offender in the "good" (*sic*) old days. "The quality of mercy" enters much more into the latter-day court of justice than was the case in the time of Judge Jeffreys, for instance. It is not such a far cry, nevertheless, from the days of the old stocks. Some of them remain to this day, mere reminders, it is true, but eloquent of scenes on the village green, when some particularly notorious character was put up to the gaze, and occasionally the remarks, not necessarily witty but always mirth-provoking, of his fellow-townsmen. How often one has read of the naughty boys who imprisoned the beadle and proceeded to pelt him with any missiles handy! There is a certain old-world charm about stocks; a vision of coaches and horses, all steaming from their run, rises before one's eyes at the very mention of the word. There is not really any charm in these old things; it is only the halo which age and tradition have thrown round them, assisted, beyond a doubt, by the writings of Dickens. It seems almost a sacrilege to present to one's readers such a picture, unique though it be, as we give on this page. It is evident that in Eastern countries stocks are still in general use. But if—and we give the "if" the biggest possible meaning that little word can have—the creatures pilloried in English villages in the olden days were so disreputable as these, then alas for our pretty, romantic little imaginings. The guardians are scarcely better-looking than the prisoners, if they be guardians. Mayhap they are prisoners waiting their turn, or mayhap our correspondent's camera infects them with some vague terror. Such things have happened—according to certain writers.

But between these stocks and those which, although fast diminishing, are still to be found, there is a great difference, both in make and situation. Chains were not used, except in very dangerous cases (imagine a dangerous criminal in the stocks!), and, moreover, the pillory was situate in the majority of cases on the village green, or at least in the open air. The position was, no doubt, degrading, but it supplied a certain amount of fun, not altogether untinged with malice, for it was an excellent opportunity for "getting your own back" on the unlucky prisoner, if you happened to have some quarrel with him. But we doubt whether the effect of the latter-day fines and imprisonment, sentence being given before a half-empty court, is so lasting as was the exhibition made of the drunkard or the wife-beater in the days of the village stocks. Or perhaps the beer brewed in those days was of better quality.

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AN OLD-TIME PENALTY.

The stocks, long since abolished in England, are still used in some Eastern countries.

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FROM THE ENDS OF THE EARTH.

CANADA AND NEW ZEALAND.

The Princess Louise Dragoon Guards (Canadian Contingent) relieving the New Zealand Mounted Rifles (New Zealand Contingent).

FROM OUR OLDEST COLONY.

The 3rd Battalion West India Regiment mounting guard in the Alexandra Park. With a splendid war record.

Photos. Copyright.

FRESH FROM THE FAR EAST.

Detachment of the 1st China Regiment from Wei-hai-Wei mounting guard. They made their name at Tientsin.

Halsby.

SONS OF A PACIFIC ISLE.

The contingent from Fiji, Britain's most Western colony, under the command of Major A. B. Joske.

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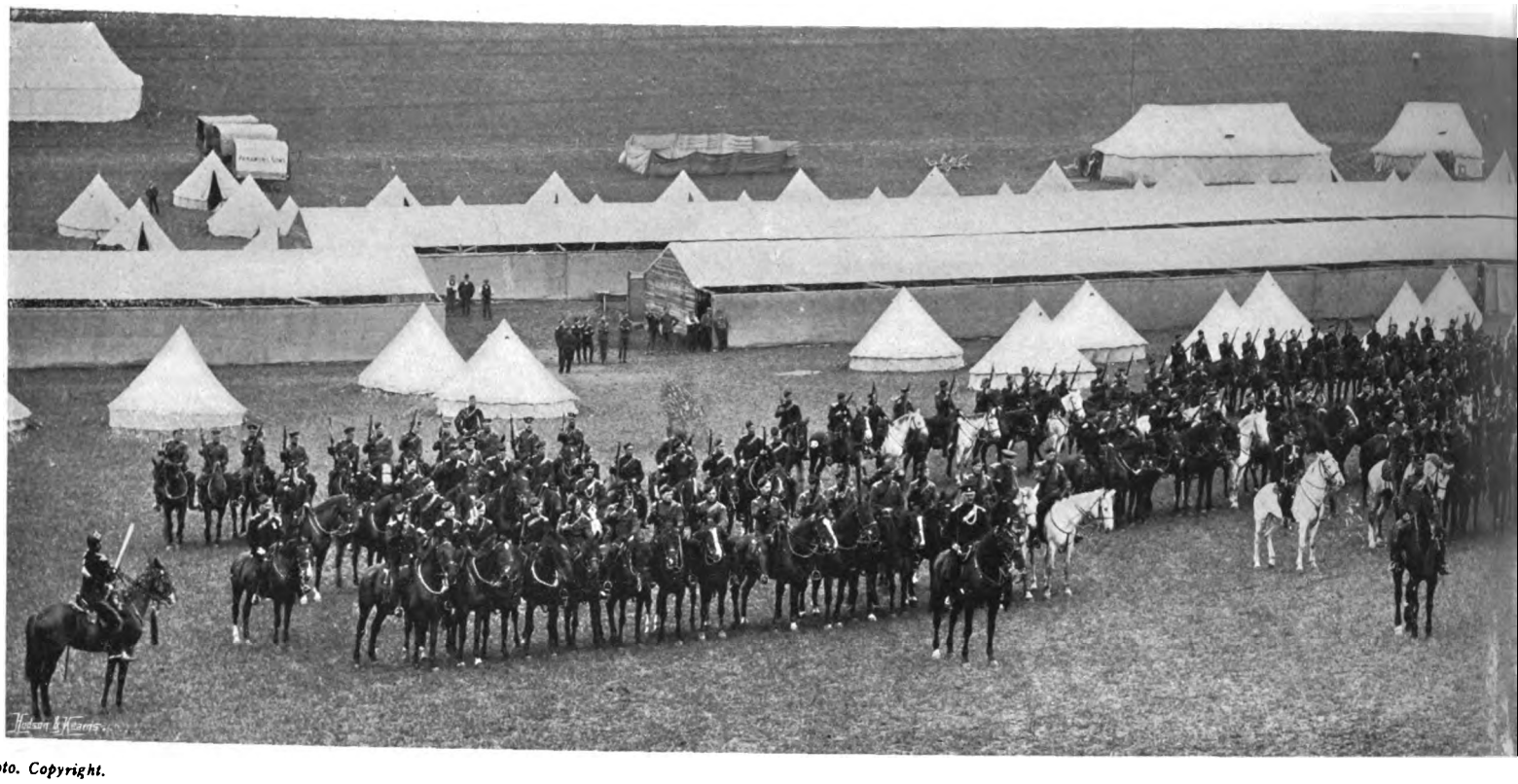
WELL-KNOWN REGIMENTS

THE PRIDE OF THEIR



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THE ROYAL EAST KENT IMPERIAL YEOMANRY.

QUITE one of the best-known regiments of Imperial Yeomanry is the Hampshire. The corps is officially designated "Carabiniers," and the uniform appropriately is precisely similar to that of the 6th Dragoon Guards, *i.e.*, blue, heavy dragoon uniform, with white facings and helmet-plume. As is the case with so many other Yeomanry corps, the Hampshire Carabiniers owe their formation to the horrors of the French Revolution at the end of the eighteenth century, and the dread, general in England at that time, of a French invasion.

Later in its history the regiment was inspected by the great Duke of Wellington, who expressed much pleasure at its efficiency, promised to exert all his influence to support the corps, and, needless to add, was as good as his word. Although the events of the last two and a-half years have greatly stimulated recruiting in the Yeomanry, previous to the outbreak of the Boer War many regiments were maintained with difficulty. Such, however, was never the case with the Hampshire, which always contrived to keep up its popularity and efficiency. In 1896 Lord Wolseley gave the regiment the highest praise, saying the men were the best Yeomanry he had ever seen. In 1902 the Hampshire Carabiniers still occupy a foremost place.

OFFICERS OF THE HAMPSHIRE CARABINIERS.

Reading from left to right the names are—Back row: The Marquess of Winchester, Hon. C. Baring, Lord Ashburton, Lieut. C. Crichton, S.A., Lieut. Nicholson, Vet.-Surgeon Todd, and Lieut. Gregg Cars. Second row: Capt. Cory, Capt. Gordon Bell, Capt. Holt, Lieut.-Col. Wodehouse (commanding), Capt. Seeley, M.P., S.A., and Sir Richard Kycroft, S.A. Sitting on ground: Lieut. Hilton.

From a Photo. by the Royal Central Photo. Company, Bournemouth.

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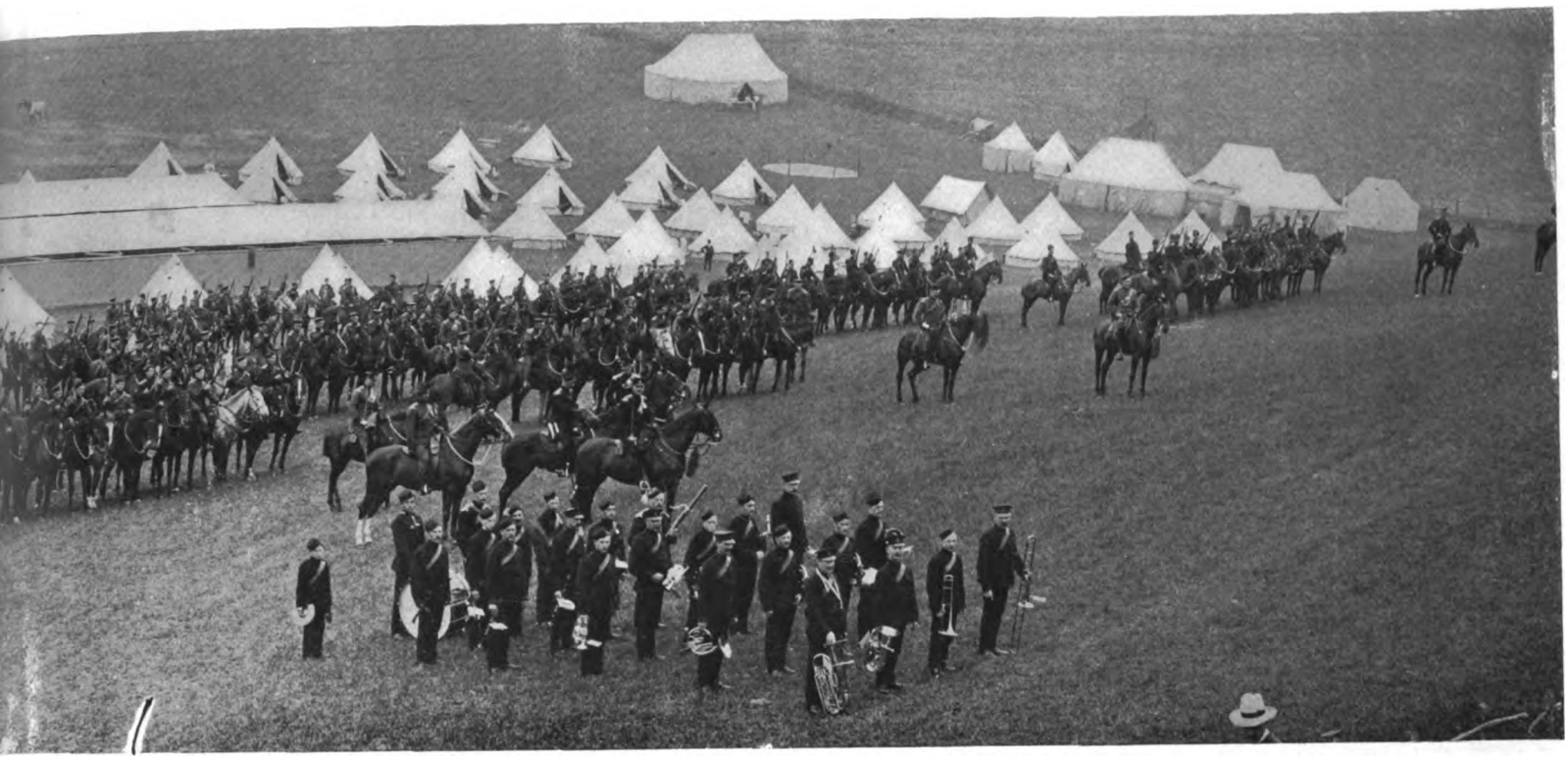
OF IMPERIAL YEOMANRY.

RESPECTIVE COUNTIES.



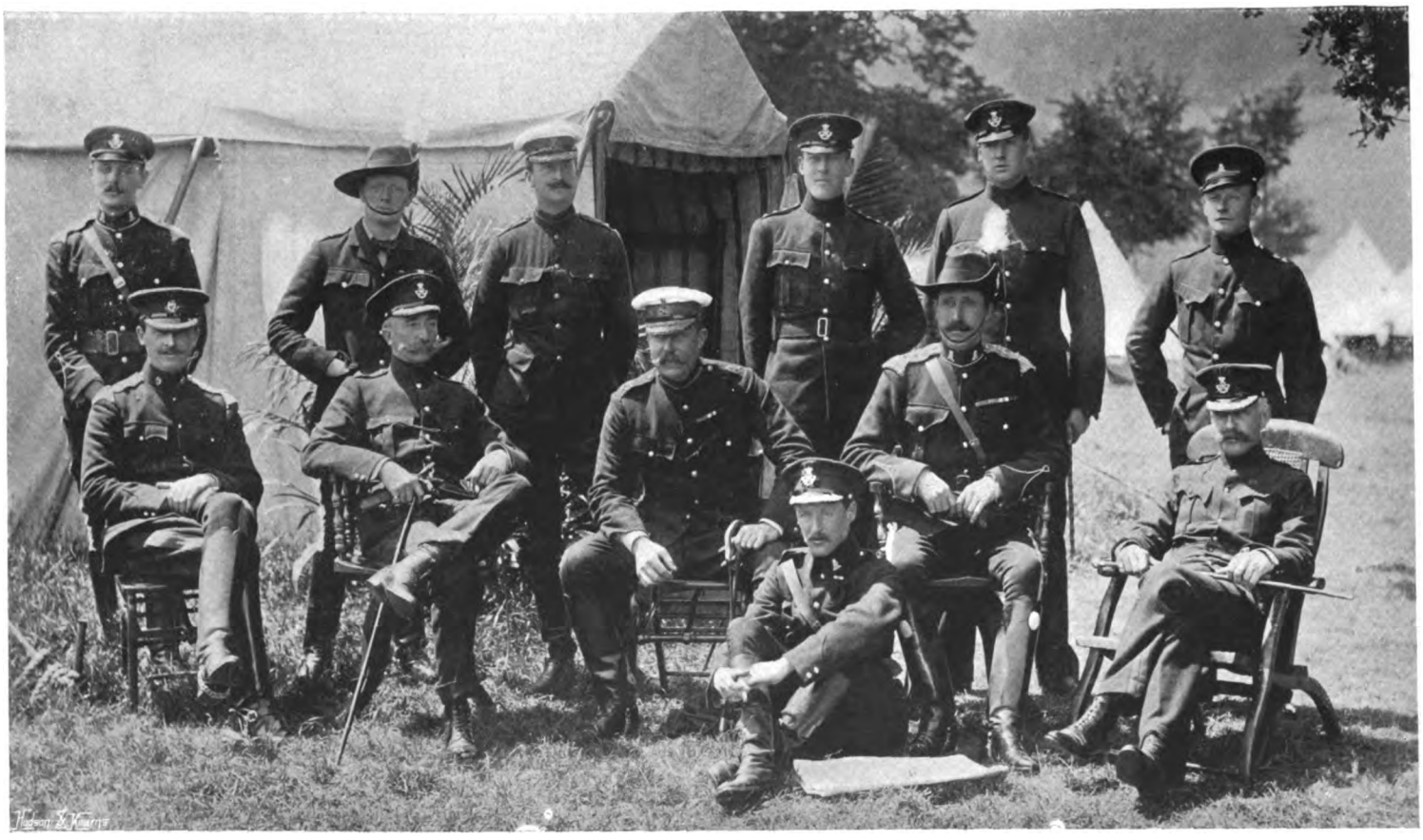
Lambert Weston & Son.

THE REGIMENT PARADING IN FRONT OF THE CAMP.

Another prominent title in the Yeomanry force is that of the Oxfordshire (Queen's Own Oxfordshire Hussars). This regiment enjoys the distinction of having the King as its honorary colonel, and, as its name implies, the uniform is of hussar pattern, dark blue in colour, with facings and busby-bag Mantua purple, and the plume Mantua purple and white.

The members of the Oxfordshire Hussars have always been distinguished for smartness in riding and drill, and the various events open to them at military tournaments.

The Royal East Kent Imperial Yeomanry (the Duke of Connaught's Own) will be found in the Army List to have a further designation as "Mounted Rifles," which indicates their original position to have been something akin to Mounted Infantry; as, indeed, was in the first instance that of all so-called "dragoons." The regiment, however, now ranks in all respects as, and is included in, the Imperial Yeomanry, and is, as a matter of fact, at present one of the smartest corps in the force. The uniform is rifle green with scarlet facings, and red and green plume. The East Kent furnished a strong contingent for active service, and the South African medal is conspicuous on the breasts of many officers and men.



OFFICERS OF THE OXFORDSHIRE YEOMANRY.

Reading from left to right the names are—Standing: Lieut. J. S. Spencer Churchill, Capt. Winston Churchill, M.P., Lieut.-Col. J. S. Forbes, A.D.C., Capt. A. Dugdale, Lieut. H. M. L. Stourton, and Vet.-Lieut. H. C. Jagger. Sitting on chairs: Maj. Sandeman, Adjt. VIII. K.R.I.H., Maj. Sir R. T. Hermon Hodge, Maj.-Gen. Lord Chesham, K.C.B., Col. Viscount Valencia, C.B., M.V.O., M.P., and Maj. L. Noble. Sitting on ground: Maj. the Duke of Marlborough, K.G.

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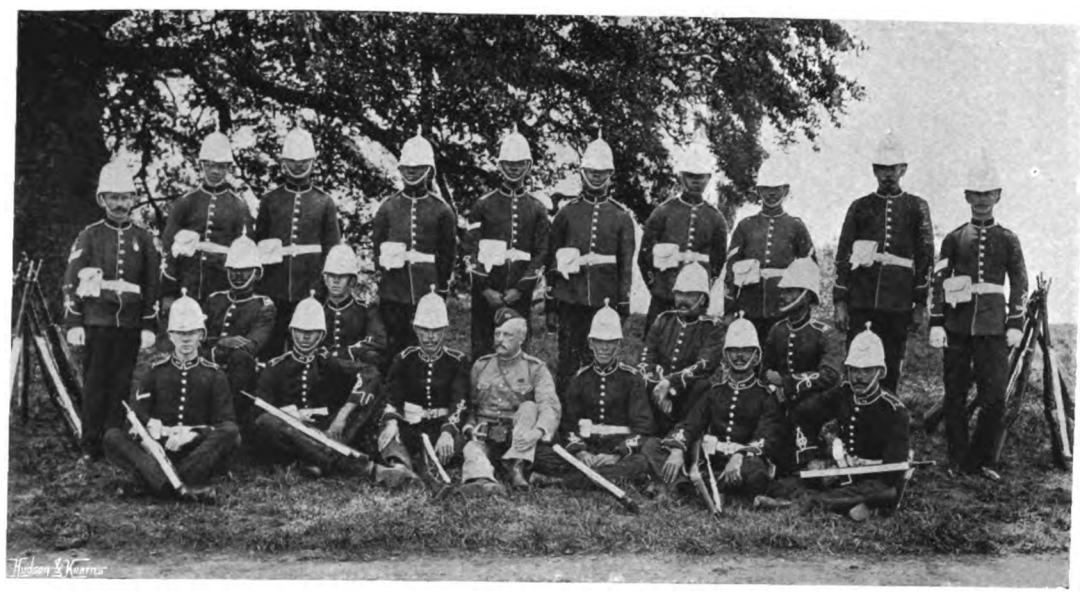
FROM THE ISLANDS OF TWO CONTINENTS.

CAVALRY FROM THE WINDWARD ISLES.

Detachment of Light Horsemen of the Trinidad Contingent under Major A. P. Lange. A representative group.



VOLUNTEERS FROM PORT OF SPAIN.

The Trinidad Light Infantry are standing, and the Garrison Artillery seated, with Major J. H. Collins.

Photos. Copyright.

REPRESENTATIVES OF LOYAL MALTA.

The men of the Royal Malta Artillery are standing, Submarine Miners and Royal Engineers seated, with Major A. Mattei, R.M.A.

Heiby.

MALTA'S CORONATION CONTINGENT.

Detachments of the 1st and 2nd Battalions Royal Malta Regiment under Major H. W. Engerer and Captain F. P. Denaro.

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IRISHMEN WHO PLAYED A PART IN THE WAR—THE ULSTER IMPERIAL YEOMANRY.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

THE ultimate advantage to be derived by the country from the enforcement of the revised version of the Volunteer Regulations still remains distinctly problematic, as, indeed, it must continue for some considerable time. If the rules be strictly carried out, there is no doubt that the Volunteer Force will gain greater actual efficiency, which really means greater fighting efficiency, for all will acknowledge that even in a camp of but a week's duration a man not only may, but must, learn many things a knowledge of which he could acquire by no other means. At the same time there are many who devote a good deal of thought to the problem of Home Defence, and who can certainly not be considered Volunteer "wasters," who are of opinion that we really want a Volunteer force which will give to the nation the maximum of Volunteers. In order to do this they think we ought to develop more on the original lines, and not try, as do the new regulations, to substitute a more highly trained Volunteer for the old type of Volunteer, or to turn the Volunteer into an imitation Regular. Many authorities have said that the Volunteers as such deserve too well of the nation for that, and demand that the nature of the Volunteers be not changed until the country finds that they have failed instead of helped at the time of need.

The feeling thus manifested is to a certain extent just and right, and it must not be forgotten that many men have fought well in South Africa who had never done a day's drill or duty in any military force until after the outbreak of hostilities. When the Government did nothing for the Volunteers, any skill they acquired in the soldier's art, no matter how little, was all gain to the country. But now that a certain sum is allotted to the Force, small though it is in proportion to the number whose expenses it helps to cover, the Government has a right to exact something in return. Presumably, it did not consider that it received its money's worth under the old conditions—hence the issue of the last regulations. The military authorities announced that they deemed a small highly-trained force more valuable than a larger but less highly-trained one. So it is undoubtedly; but they apparently lost sight of the fact that they were exceptional circumstances that called forth Volunteers to proceed to a distant seat of war, in the early stages of the late campaign. If the Regular Army was organised satisfactorily the chance of a Volunteer seeing active service ought to be extremely remote. The Force naturally rejoiced at the opportunity offered, and its representatives acquitted themselves right well; but none the less that opportunity should not have been afforded—at any rate so soon as it was. If the first military line of defence, be the Regular Army properly organised, and the second line the Old Constitutional Force (the Militia), it may reasonably be supposed that Volunteers would, in the event of war, probably be called upon for garrison duty, etc., long before being drafted to the theatre of war, and they could then acquire the same knowledge they are now supposed to gain by attendance at camp. Under these circumstances a large, but somewhat less highly-trained, force would prove in the end more profitable than a smaller, but more efficient one.

It is distressing to hear complaints from no small number of men who served at the front with the Imperial Yeomanry that their former civilian employers have not kept faith with them. They are often unable to find employment, and those who are not in the enjoyment of a private income must necessarily be a burden to their friends and themselves. During the early stages of the South African Campaign considerable publicity was given to the promise very generally made by employers that any of their employés who volunteered for active service and were accepted should have their situations kept open for them till their return. It is therefore particularly disappointing to hear the rather frequent complaint that this promise has, as often as not, been neglected. It is true that some firms have sought to justify their action by saying that they waited as long as they possibly could before filling up the vacancies, and that when they made the promise they did not expect the campaign would have lasted so long. The prolongation of the war admittedly astonished all classes, and all should therefore bear a share of the inconvenience. In some respects probably the average business employer has most at stake in the country. It requires but little reflection as to what would be the result if, on a call for men in the event of another war, the action of himself and his kind caused an indifferent response. It is, consequently, with much pleasure that attention may be directed to the Imperial Yeomanry Association and its aims. The efforts of the Government must now be largely turned towards settling South Africa with suitable men, who will be loyal and useful citizens, and who can form themselves into a mounted militia force to secure the permanent tranquillity and future prosperity of this new portion of our Empire. The Imperial Yeomanry Association announces that it desires to impress upon the Imperial Government the fact that there are men in the Yeomanry suitable for every variety of appointment in the new Colonies, whether it consist in taking over a farm or in assuming the duties of a position in the Civil Service. The Association is formed only of men who have served, or are still serving, with the Imperial Yeomanry in South Africa, and amongst these there are many who are anxious to return to, or remain in, a country of such great opportunities.

It must be agreeable to the City of London that there is now a mounted regiment in the Service designated by a title that indicates the richest square mile in the world. The various County of London regiments of Imperial Yeomanry are the direct offspring of the wave of patriotism evoked by the late war; but the title City of London (Rough Riders) Imperial Yeomanry lately granted to the "1st" will identify the corps with the City itself, in a manner similar to that of the Royal Fusiliers in the infantry. For some time the City has been in this way unrepresented in the cavalry. The old Light Horse Volunteers of London and Westminster included a larger area in their comprehensive title, and they were finally disbanded a very long time ago. There are some, however, who can recollect the squadron of light cavalry

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which the Honourable Artillery Company possessed during the seventies Gradually, however, the Honourable Artillery Company Light Cavalry became absorbed in the field batteries, and from the time of its disappearance no other cavalry corps has been nominally connected with the City till the present Rough Riders. This regiment has already a strength of over five hundred members, and it is very appropriate that they should perform a large proportion of their drills at the Guildhall.

Near the end of last month an appeal to the War Office for the release of a private of the 3rd Volunteer Battalion Norfolk Regiment from imprisonment was successful. The man in question had been found guilty of sleeping on his post, and by sentence of court-martial he was condemned to five years' imprisonment. Almost immediately after the sentence was reduced to eighteen months, and now as stated the prisoner has been discharged. It is understood that there were extenuating circumstances, and all will be glad to learn that the man has regained his freedom. The most lenient disciplinarians, however, generally acknowledge the necessity of heavy penalties being imposed upon any man found asleep at his post, for in warfare a want of vigilance on the part of a sentry might easily lead to dire calamity. To the individual culprit the punishment may seem out of all proportion to the magnitude of his offence, especially when we consider what valid excuses can usually be urged on his behalf. Weeks of broken rest, long daily marches, and constant guarding against attack which, perhaps, never comes, soon wear out all but the most robust. Small wonder, therefore, that some unfortunate man occasionally yields to the natural instinct of the over-fatigued and drops off to sleep. The knowledge of the severity of the sentence awaiting such an offender has, doubtless, prevented many a sentry from so giving way; and it is this effect which justifies the exemplary punishment. There is, nevertheless, a point beyond which no man can avoid falling asleep, and this is reached by some individuals much sooner than by others. The necessity for severe punishment is fully recognised, but for the sentry who sleeps there should, if possible, be devised some punishment which, while sufficiently rigorous to deter the most reckless, would, at its expiration, leave the unhappy man quite free from gaol taint.

MOUNTED INFANTRY.

THE South African War has taught many useful lessons, not only to ourselves, but to every foreign Power in the world, whom we may be sure watched its progress with great interest. One of the chief features of the war was the growth and development of Mounted Infantry, which, until quite recently, was looked upon as a doubtful acquisition to our forces. Mounted Infantry may be said to date back to the time of the introduction of fire-arms, the Dragoon in those days being nothing more nor less than a Mounted Infantryman. During the early part of the present century Mounted Infantry seems to have dropped somewhat into disuse, but there can be no doubt that in the future it will play a very important part in warfare. It has been proved in South Africa that a mobile force of Mounted Infantry may be sometimes more valuable than a body of men on foot, who have to make tedious and wearying night marches, being tried to their utmost powers, and, in many instances, are so worn out that they have no heart for a prolonged battle. Whereas if a plentiful supply of Mounted Infantry were to hand, who could move on with great rapidity and hold a position until the main body could come up, it would not be necessary for so many forced marches to be made.

The Queen's Westminsters (13th Middlesex) have always shown great aptitude for being up-to-date in all things military, and they have now formed a splendid company of Mounted Infantry, which will, judging from the accompanying illustration, prove a valuable addition to the regiment.

A Mounted Infantryman is nothing more nor less than a Mounted Infantryman. He is drilled on infantry principles, and when dismounted is simply an infantryman playing an infantryman's part. The whole of the Boer force were really mounted infantry, and we have seen time after time the manner in which they appeared to have been in two places at the same time. This could not have been done, and the war would not have been prolonged half the time that it was, had the Boer army been composed chiefly of dismounted men.

A permanent staff of officers and a good supply of cobs are now kept at the principal depôts, where sections drawn from the different Line battalions are sent and trained in Mounted Infantry tactics by the permanent staff. In this way it is possible to use the same horses over and over again for training a large number of men, who could be called upon to act as Mounted Infantry should occasion arise.

One of the staunchest supporters of this branch of the Service is Brigadier-General F. A. H. Alderson, who is now the commanding officer of Mounted Infantry. He has always held that the value of Mounted Infantry would surely be seen in time, and now his words have come true; for almost every battalion has a Mounted Infantry Section attached to it, and most of the principal Volunteer battalions are forming sections, and it is quite possible that mounted infantry may become the predominating factor of the armies of the world in the future, in the same way that infantry is now

Photo. Copyright. THE QUEEN'S WESTMINSTER MOUNTED INFANTRY.

A very smart and workmanlike set of men.

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GERMAN TORPEDO-BOATS MANŒUVRING.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

THE downfall of a French Ministry, or a change in the holder of the Naval portfolio, is always an anxious thing for those Frenchmen who have the welfare of their Navy at heart. It is the misfortune of their country that there is no certitude among them as to the object for which a fleet is to be maintained. Is it to be directed ultimately against the forces of the Triple Alliance, or against Great Britain, the ancient enemy, but now the friend? There are many Frenchmen who would neglect the Navy altogether; these are hypnotised by the Vosges, and the great battles on the Rhine or in the Alps, on the Elbe or in the Apennines, which their armies have won and lost. Others forget history altogether, and some invoke financial reasons against Naval expenditure. Out of this uncertainty have come various schools of thought. There are those who ask for many ships of small dimensions; others attach little importance to protection, and assign all value to speed; some give the preference to the gun, others to the torpedo; there are those who look for the engagements of battle-fleets, and those, also, who think that all is to be attained by an attack upon commerce, and by the old plan of evasion and the striking of unexpected blows by torpedo-boats or submarines. It was not, therefore, without some surprise that the formulation of the present plan of Naval expansion was witnessed. For the first time in thirty years the Navy, the Government, and the Chambers were agreed in regard to the adoption of a definite ship-building policy, which implied an increase of officers and men, and at the same time made urgent the improvement of the Naval ports at home and abroad.

In 1896 the Superior Council of the Navy had fixed the required establishment at 28 first-class battle-ships, forming six squadrons, with a relief or supplementary battle-ship for each of them, and in November, 1899, this arrangement was confirmed, with the added provision that the battle-ships should be as powerful as possible, and that six of them should be put in hand of a displacement of 14,865 tons. No such vessels had ever been built in France, and it was claimed for them that they would have no equals in the world. There were also to be five armoured cruisers of 12,550 tons, as well as destroyers, torpedo-boats, and submarines, of a number yet to be determined. This is the programme which has been begun, and, although it seemed to be endangered last year, it was safeguarded almost at the last moment, and is still being continued without variation. It would certainly be rash to say that M. Pelletan, the new Minister, will take the same view as his predecessor, to whom, upon some occasions, he was opposed, but, meanwhile, it may be interesting to say what is the exact constitution of the fleet intended to be created, and to indicate the progress that has so far been made. It should be remarked that the scheme contemplates that, as each of the six battle-ships authorised by the Parliament shall have been completed for service, another shall be laid down, so that new squadrons may be added, and the older vessels be progressively replaced, to form a useful force of the second line. Each successive squadron should thus consist of six perfectly homogeneous vessels, embodying all the best qualities obtainable at the date of their construction.

When this programme, so far as it has been adopted, has been completed, *i.e.*, at the end of 1906, there should be 28 battle-ships, with 14 older coast-defence vessels; 59 cruisers, of which 24 will be armoured (these to form eight divisions each of 3 vessels); 72 destroyers; at least 200 modern torpedo-boats, and a number of submarines which may be estimated at 100. The six battle-ships authorised will be the "République," to be completed next year, the "Patrie" and "Démocratie," to be completed in 1905, and the "Liberté," "Justice," and "Vérité," to be completed in the following year. The other vessels completing the establishment of 28 are the "Bouvet," "Carnot," "Formidable," "Iéna," "Suffren," "Charlemagne," "Masséna," "Charles Martel," "Jauréguiberry," "Brennus," "Amiral Baudin," "Amiral Duperré," "Gaulois," and "Saint Louis," with the older ships "Hoche," "Magenta," "Marceau," "Neptune," "Courbet," "Dévastation," "Redoutable," and the smaller battle-ship "Henri IV." It is not my intention to describe in any detail the new battle-ships, which have been designed by the eminent constructor, M. Bertin, but some salient points may be noted, and it will be interesting to compare them with the "King Edward VII." class:

"King Edward VII.," 16,350 tons; four 12-in., four 9·2-in., ten 6-in. twenty-four smaller; 18·5 knots.
French class, 14,865 tons; four 12-in., eighteen 6·4-in., twenty-eight smaller; 18 knots.

It will be observed that the French ships may be accounted practically equal in armament, with some differences in calibre. Whereas in the "Charlemagne" class the weight of protecting armour is nearly three-tenths of the displacement, in the new class it is increased to thirty-seven-hundredths. Certainly in the French ships the protection appears to be excellent. The big gun turrets—in each of which are two 12-in. guns—will be heavily armoured with all their communications, as will six turrets mounting twelve of the 6·4-in. guns. The end to end belt will have a maximum thickness of nearly 12-in., and there will be steel armour 3-in. thick enveloping the whole forward part of the vessel. There will be two armoured decks sloping downward for better protection, with coal bunkers between the slopes and the side armour, and above the belt will be casemate plating for those 6·4-in. guns which are not in turrets. Let it be observed that the speed of 18 knots is to be attained without forced draught, and that the range of action is to be 4,000 miles at 10 knots.

The five armoured cruisers which are being built to complete the 24, are all in hand, and are known by the names of "Léon Gambetta," "Jules Ferry," "Victor Hugo," "Jules Michelet," and "Ernest Renan." I shall say no more in regard to these than that they are to be fine vessels of 12,550 tons and 22 knots, with 6-in. and 5-in. side armour, four 7·6-in. guns in two barbettes, as in battle-ships, twelve 6·4-in., also in turrets, and four more in advantageous positions, all the communications of the principal guns being protected. In general aspect they will resemble the "Montcalm." Most of the other armoured cruisers are modern. The "Jeanne d'Arc" has not yet proved a full success; the "Gloire," "Condé," "Sully," "Marseillaise," "Amiral Aube," "Dupetit-Thouars," and "Amiral de Gueydon" are not yet ready, and the same is the case with some of the smaller ones. The 35 protected cruisers have all been completed for sea, and many of them have been long in the service. The largest are the "Guichen" and "Château Renault," and the smallest, the "Cosmao," and two like vessels. There are also twelve old and rather slow torpedo gun-boats, 50 destroyers, and 10 older vessels of a like class, making 72 in all; and 202 first-class torpedo-boats, and fifty submarine and submersible boats will be completed by 1904.

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but, from 1903 onward, other boats of the torpedo classes will be put in hand.

It will thus be seen that at length a consistent policy is being pursued in France. Although the programme does not cover so extended a period as the German programme, it is essentially of the same class—at least if the ideas of the Superior Council of the Navy continue to sway the action of the Legislature. Along with the putting in hand of the vessels, and the preparations made for their successors, money has been voted for improving the Naval ports at home and abroad. The new Minister of Marine is credited with the purpose of specialising the ports each for its class of work, with the object of making economies, but his intentions in that regard have not been disclosed. The programme of works was adopted by the Parliament in 1900, and involves an outlay of about £3,200,000. The moles at Cherbourg are to be lengthened, an outer port is to be created, the entrance is to be deepened, and the docking accommodation is to be increased. At Brest there are to be new jetties, building slips, and dry docks. At Lorient the approach is to be dredged and docking facilities are to be increased. At Rochefort a large new dry dock is to be built, and additions are to be made to the coaling facilities. At Toulon the harbour will be dredged, the dry docks will be lengthened, and a new building slip will be constructed. There will be improvements also at the coast-signal stations and the torpedo coasts. Nor are the distant Naval bases neglected. Improvements are being made in Corsica, chiefly at Ajaccio, in Algeria, where the docking facilities are being increased, at Bizerta, and also at Dakar, Saïgon, and Diego Suarez.

Regarded as a whole the French programme is very complete. Difficulties present themselves in regard to the supply officers, and also of men, for the inscription maritime only provides two-thirds of the peace effective required, but there is every reason to believe that they will be surmounted. There is, however, just a doubt whether the whole Naval policy may not suddenly, under the auspices of a new Minister, receive a new *orientation*, and plans that have been weighed well and appear sound be partly or wholly overthrown. Rumours regarding this are already circulated.

RELICS OF OLD PORTSMOUTH.

IT is a curious fact that, although in almost every other department connected with the British Navy the march of progress has been rapid, in the matter of long-distance signalling we are not very much in advance of our forefathers, for the semaphore still does duty not only at the masthead of all our warships, but also at all the Royal dockyards. Just now, when the country is astir with the experiments of the new system of wireless telegraphy, it is interesting to look back to the days of Nelson, when the system of semaphore signalling was first established, and by which communications were telegraphed between Portsmouth and London. The first station was erected on Portsdown Hill, near Portsmouth, in 1795. It consisted of a series of revolving shutters fixed in a strong framework in such a manner that they could be placed either vertically to the view of the observer at the nearest station, or horizontally, in which case they could not be seen. The variations produced by the mechanism represented certain words and letters, and it was found that communication could be transmitted with great rapidity. Semaphore stations were accordingly established on Southsea Beach—which the photograph taken from an old drawing illustrates—Portsdown Hill, Compton Down, Beacon, Holder, Haste, Bannicle, Pearly, Chatley, and Cooper's Hills, and at Kingston, Putney, Chelsea, and the Admiralty. The first message is said to have occupied twenty minutes in transmission, but as the signallers became expert it was no unusual thing to transmit a message to the Admiralty in five minutes, and it is recorded that on one occasion a very brief message was despatched and received in less than a minute! These stations continued in use until they were superseded by the electric telegraph, the last message being despatched on December 31, 1847. The station in the illustration was removed to the square tower in High Street, Portsmouth, and was in 1833 erected over the Rigging Tower in Portsmouth Dockyard, and is to-day the land signalling station between the harbour and the vessels at Spithead.

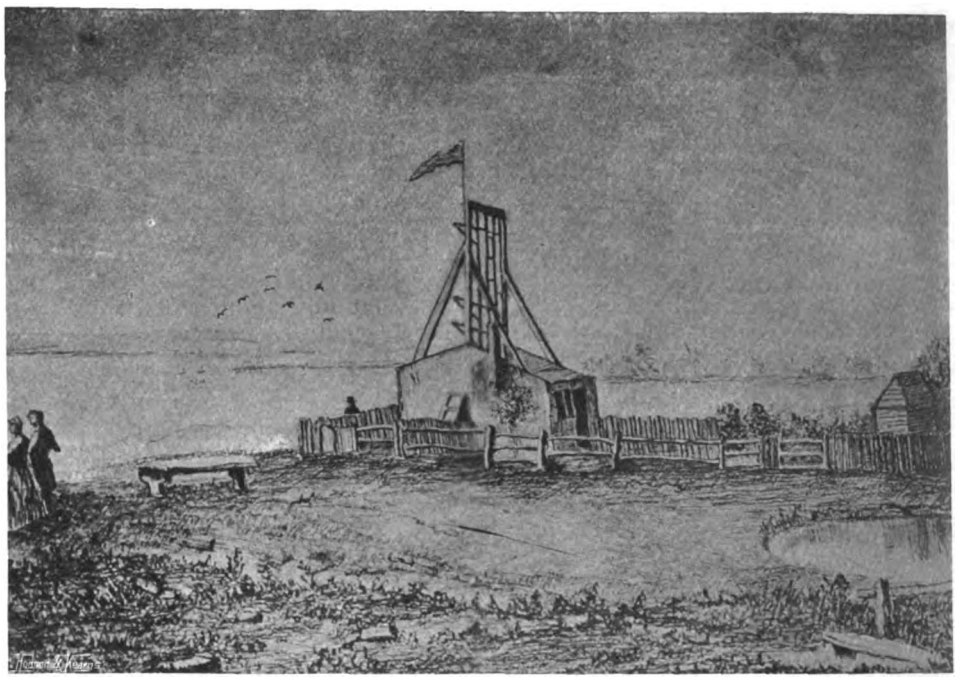

Photo. Copyright. AN OLD-TIME SEMAPHORE. Beach.

A mode of signalling once in use on Southsea Beach.

Methods of signalling were, of course, in use long before the introduction of semaphores. As early as 1569 a signal-house was erected on the platform battery at Portsmouth.

Although the mortar as it was in early history is now out of date and forgotten, so far as its actual use in modern warfare is concerned, still we have the same weapon of a much larger and greatly improved style in the howitzer, which was found to be of such good value in the war in South Africa.

The mortar and platform on which it stands shown in our second picture were placed in their present position on the Governor's Green, within a few yards of the east window of the Garrison Church, by Lieutenant-General Lord Fitzclarence, who was at the time the Governor-General of Portsmouth. It was restored by Lieutenant-General Henry Kent, late 77th (Duke of Cambridge's Own) Regiment, during the period of General Sir George Willis's Governorship, in 1889. The object of placing it here was to mark the site of the old Government House, which it may interest some of our readers to say a few words about. It was in this house, on the occasion of the visit of the allied Sovereigns in 1814, that the Prince Regent, the Emperor of Russia, the Duke of Wellington, Marshal Blucher, and numerous other princes and representatives of the various Powers, came forward on the balcony and drank to the health and prosperity of the British people. In this house, too, was celebrated the marriage of Charles II. to Catherine of Braganza, Portugal, on May 21, 1662. A number of similar relics to the above can and should be seen by all who visit Portsmouth.

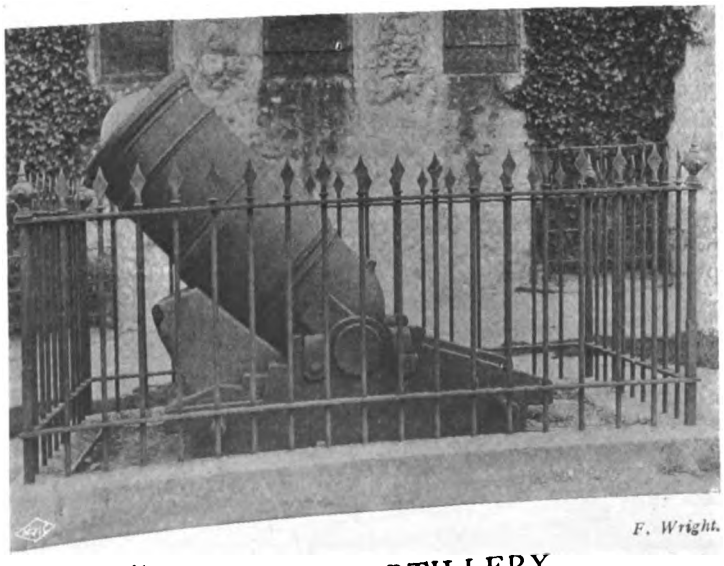

Photo. Copyright F. Wright.

OBSOLETE ARTILLERY.

The mortar of early days.

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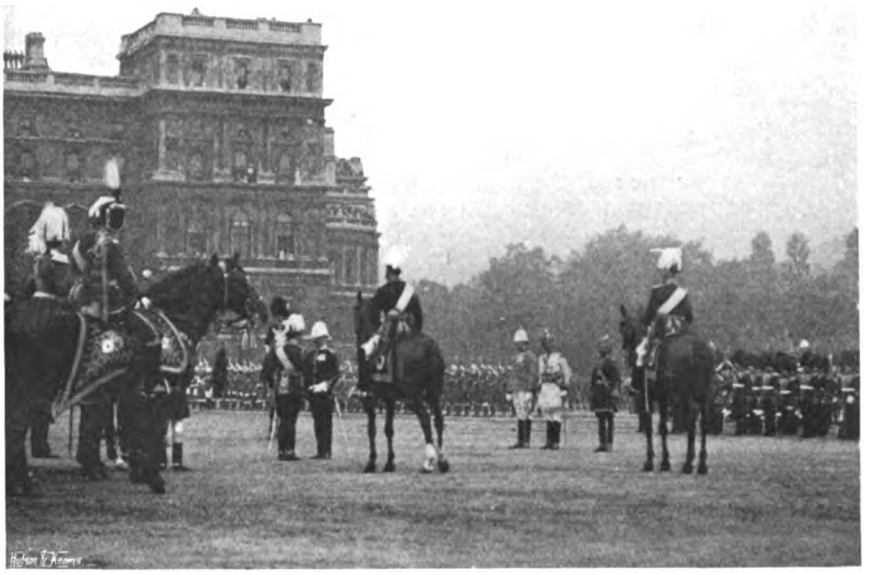
THE INDIAN PRINCES AT THE GREAT REVIEW.



PRESENTING THE CHINESE MEDALS ON THE HORSE GUARDS' PARADE.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

OF the many thoughts which the presence of the Indian Contingent has inspired, one reflection has steadily come to the front in my own mind, and that is the essential difference—which the Colonial and Indian Royal Reviews seemed to accentuate—between India and the other Dependencies of the Empire in the matter of military completeness and self-sufficiency. The Colonial Review was astonishingly impressive, in some respects more so than the Indian, but if you looked closely into both there was more of present satisfaction to be gained from observing the calm soldierliness of the representatives of the Native Army of India than in estimating the gigantic possibilities bound up in the vast and mixed collection of Colonial detachments. I rather think that this view, too, will have appealed to most of the foreign visitors. In the one case you had an amazing variety, it is true, including a majority of white soldiers, not a few of whom had already done excellent service in the field; and there is now no question that this manifestation of our Colonial armed strength represents an almost limitless reserve of present enthusiasm and future efficiency.

But, as even my ardent colleague "Imperialist" will surely allow, there is a distinction to be drawn between this and the brass-bound readiness and completeness of the Indian Army machine as demonstrated to the knowing eye by the presence of the Indian Contingent, not only in front of the Queen and Prince of Wales, but during every minute of its stay in this country. Perhaps I ought not to say every minute, for I am convinced that, during the visit to the Fleet at Spithead, there were members of the Contingent who, despite apparent indifference, felt anything but the proud and gallant soldiers they are—but let that pass. The tall Sikh, the muscular Pathan, the stately trooper, the smart long-limbed infantryman, of this one Indian Contingent did not represent only enthusiasm and possibilities, but solid facts and figures which are writ large in a hundred books of reference, and of which the true significance is known to none better than to intelligent foreign critics who have both watched the latter-day history of the Indian Army and have seen for themselves the way that Army goes about its business.

Only those who know these things could have gauged at all accurately the real strength of the Indian Army from such a contingent, superb though it be, as that which has been living among us and delighting our eyes by its picturesquely varied attractiveness. It is not enough, by any means, to multiply, mentally, each man by, say, a couple of hundred, and to picture the result. That would be a poor criterion indeed of India's military greatness. What is needed is to realise that, in many respects, the Indian Army is absolutely the readiest and most complete organisation of the kind that exists, taking circumstances only partially into account, and not excluding from the comparison even those tremendous Continental organisations of which every gaiter-button is supposed to be in its right place. We in England do not realise all this because India, since her military organisation has been perfected, has never been called upon to put forth her whole strength, but the fact remains, and it is one which should not be lost sight of when the Empire is giving itself up to rapt contemplation of partly visionary estimates.

I sometimes wonder whether a Continental military organisation would look quite so imposing as it does if you could place it in close juxtaposition to India, and imagine a sudden outbreak of war. In that case you might see some curious developments. Of course the Indian Army is a small one compared with that of France or Germany, but if India were conterminous with either of these two countries and had a different sort of frontier, you may be sure that its Army would be on quite a different numerical footing. But the real point is that India has always a sufficient number of regiments, more especially of cavalry, to whom no process of mobilisation need be applied, and whose movements would probably interfere sadly with the sort of clockwork mobilisation that has been brought to such perfection on the Continent. In many scores of cases the receipt of a telegram one morning would see a first-class Native regiment, absolutely ready for work, on the move within twenty-four hours. And, when they move, these Indian corps, horse and foot, move to some purpose. Of this a neat sample was resuscitated the other day by a contemporary from the records of the operations in China. I venture to reproduce the incident, as it bears out what I said above in reference to Continental comparisons.

During the operations a strong Chinese position had been established outside Peking, and this it was resolved to approach by British and German forces converging from two different points. The German advance was characteristic of the German method, and is described as a model performance. There was a cavalry screen, and the distances and intervals were maintained most strictly, until at last the position was neared and carefully reconnoitred. The result of the reconnaissance was the report that the position had already been surrendered to the British force, and that the Union Jack was flying over it! A little experience of Indian Army methods would have taught the German commander that a British Indian force under such circumstances, while not neglecting precautions, would adapt itself to the country and the enemy, and trust more to dash and vigour and rapidity of movement than to servile regard for text-book formulas.

What is additionally characteristic of the Indian Army and, it goes without saying, an additional aid to its efficiency, is its ever-present anxiety to learn something from any operations that may be going forward, even if those operations

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do not happen to be connected with Indian interests or, at first sight, germane to Indian living methods. The Staff Corps and other Indian officers who were employed in the South African War were all picked men, and we may be sure that they have carried away much that will be eventually tried in India and, if found satisfactory, adapted to local practice. In a recent issue of the *Pioneer* it was interesting to notice a precise and thoughtful communication in which it was suggested that the Boer method of connecting the firing line with artillery in the rear by means of light field cables should be experimented upon at the great Delhi Camp of Exercise in December. Where an Army that has consistently given a good account of itself against any enemy it has been called upon to face is so eager as this to profit by "notions" acquired, even from such an organisation as that of the Boers, one may be sure that the efficiency which has been arrived at by hard training and wide experience will be consistently maintained.

Talking of the Delhi Camp of Exercise, that should indeed be a remarkable military gathering, all the more imposing as it will doubtless include a very considerable number of corps which have recently seen war service either in South Africa or China; and preceding, as it will, the Coronation Durbar, the event, merely as a spectacular function, will be singularly brilliant and imposing. Succeeding, too, at a decent interval, the Colonial and Indian Reviews in London, it will be full of general interest as well as of local colour, and with Lord Kitchener in supreme military command the associations will indeed be many and various. It is not easy for the uninitiated public in this country to realise these Indian camps of exercise, which are altogether unlike anything one sees in this country in the way of manœuvres and field-days. But the Indian Review will at least have enabled some idea to be formed of the wonderful picturesqueness of some of the scenes, particularly towards the finish of the proceedings, when field operations give way to more ceremonial performances, and when a score or so of regiments of cavalry, each containing four or five hundred men as smart and soldierly as those which defiled the other day before the Queen and Prince of Wales, may pass before the eyes of a spectator within an hour.

I am interested to see that a committee has just been appointed in India to consider the advisableness of introducing the tenant system into the canteens of British units. The Indian Army authorities have evidently not been influenced by the efforts made in this country to abolish the tenant canteen system, in spite of its manifest advantages, and have decided to make their own investigations. This is as it should be, not only because the Indian Army has no need to follow the lead of the War Office in regard to matters in which its own practical good sense is a far better guide than Pall Mall theory. Canteen management in India is attended, or used to be when I served in the country, with several local difficulties which can only be properly discussed by the light of local experience. The question, too, of transport is there on an altogether different footing from that on which it stands at home, in this country of short distances and facilities of communication.

AN INDIAN VOLUNTEER TROPHY.

FOR the third year in succession B Company of the 2nd Battalion of the Bombay, Baroda, and Central India Railway Volunteers have won the handsome trophy shown in our picture. It now becomes their permanent property. The team was commanded by Colour-Sergeant F. Burge, who is well known in India as a rifle shot. He is now in England, being one of the Volunteers selected to represent his corps at the Coronation. This team has indeed something to be proud of, as the winning of an open challenge cup three years in succession is a very uncommon record. It shows how well its shooting must have been kept up by all concerned.

This handsome trophy was sportingly presented in 1899 by the well-known *Indian Volunteer Record and Military News*. It was open to company teams of all Volunteer Corps in India, the conditions being that the teams should be of six men not above the rank of lance-sergeant from each company, the team to be commanded by a non-commissioned officer not below the rank of sergeant. Distances: 600-yds.—7 deliberate volleys, position prone, time allowed 5-min.; 500-yds.—7 rapid volleys, position prone, time allowed 1-min.; 200-yds.—independent firing, position standing, time 1-min. Targets as for Bisley.

The Indian Volunteers are still armed with the Martini-Henry rifle, a fact which causes them some bitterness, as they consider that the supply of more modern weapons has been too long delayed. The three winning scores were 393, 424, and 381 points, a record bad to beat with rifles of the pattern used.

Singularly enough the second prize was secured by C Company of the same battalion as the winners, a most creditable performance to the corps to which these two companies belong.

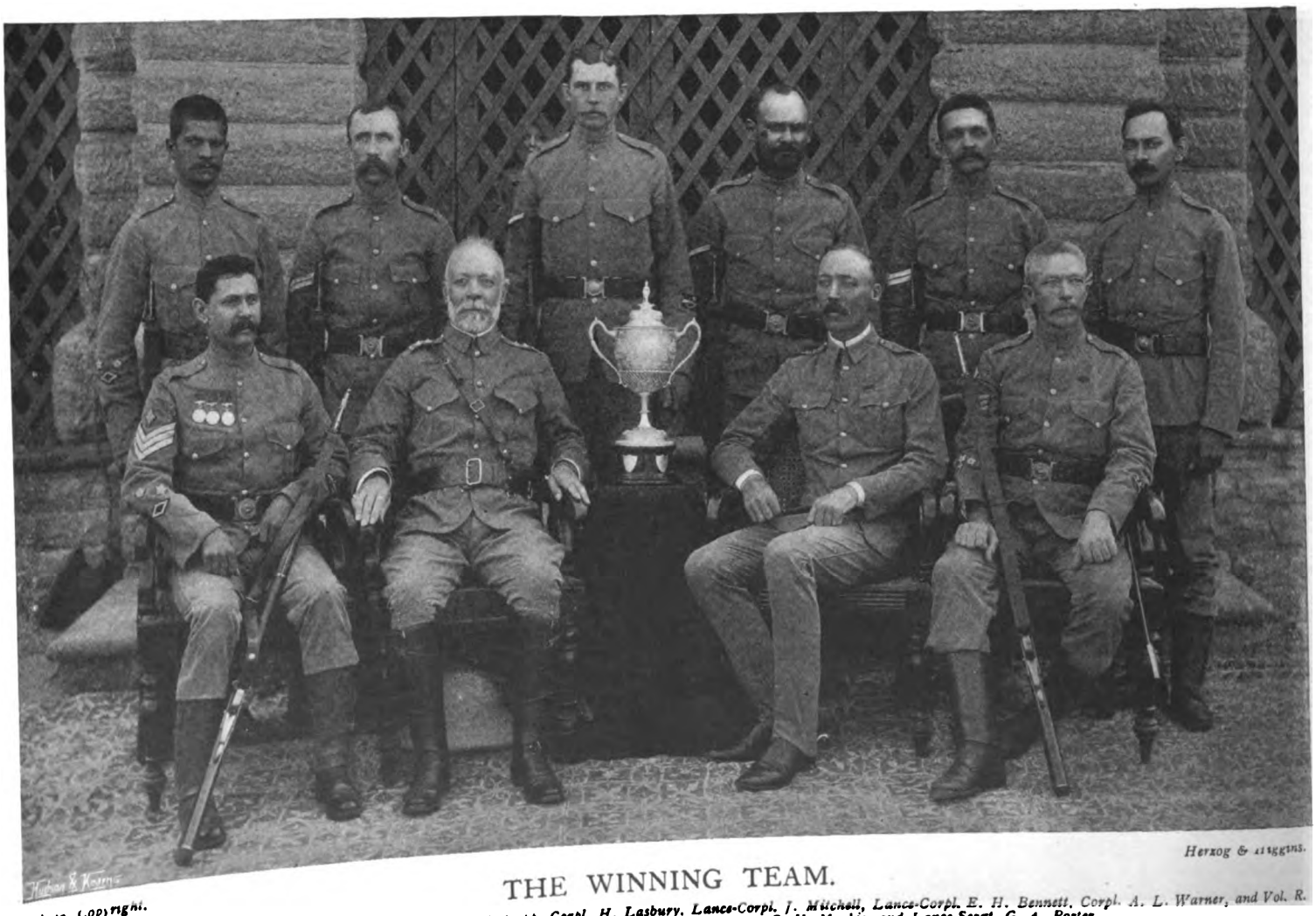

Photo. Copyright. Hudson & Kearns. Herzog & Higgins.

THE WINNING TEAM.

Reading from left to right the names are—Back row: Corpl. E. Westropp, Corpl. H. Lasbury, Lance-Corpl. J. Mitchell, Lance-Corpl. E. H. Bennett, Corpl. A. L. Warner, and Vol. R. George. Front row: Col.-Sergt. F. Burge, Capt. L. J. B. Hulke, Capt. C. H. Mackie, and Lance-Sergt. G. A. Porter.

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PAYING-OFF THE "ORLANDO."

A REMINISCENCE OF THE BOXER TROUBLES.

THE paying-off of the "Orlando" may almost be regarded as an historical event, for rarely, at any rate of late years, has a ship's commission come to an end after such a splendidly varied record of active service. In this case, too, by "active service" is meant not only that in which every seaman of the Royal Navy is engaged—for seamen are more or less habitually on active service—but the more lurid sort of duty which is associated with the burning of powder for other purposes than those of peaceful training and practice.

It is a matter of common knowledge that the "Orlando" returned recently from the China station after participating in all the events connected with the Boxer disturbances and their exciting sequel to an extent, and with a thoroughness, eminently characteristic of the British seaman wherever there are hard knocks going in which he can by hook or by crook participate. The "Orlando" throughout this interesting and troublous period was commanded by Captain J. H. T. Burke, who was given a C.B. for his distinguished service. An otherwise exceptionally brilliant commission was sadly marred by the death of this fine officer on the homeward voyage. Captain Burke died from heat apoplexy just before the ship reached Aden. The "Orlando" had had other losses, serious losses, including Lieutenant Wright, R.N., who was promoted to commander for his services at Tientsin, and afterwards died from the result of his wounds; and among the losses suffered by the Allied Forces in the period preceding the advance on Peking, there were no fewer than twelve killed belonging to the "Orlando." But there is always something peculiarly sad in the death of an officer from natural causes who has passed through a serious campaign and is returning home to enjoy his well-earned honours amid the peaceful pleasures of home.

Photo. Copyright. *"Navy & Army"*

A RESONANT TROPHY.

Bell captured by the "Orlandos" during the China Campaign.

Reverting to the services of the "Orlandos" in China, there is this difficulty in dealing with them, namely, that they are so curiously comprehensive that it is almost impossible to do them specific justice. It really seems as if from start to finish of the operations anyone finding himself in the middle of the fighting anywhere could not have thrown a stone in any direction, except to the rear, without hitting one of these ubiquitous "Orlandos." Some idea of the general nature of the service performed may be gleaned from the fact that everyone in the ship received the Chinese medal as a matter of course, and the majority have one or more of the three bars awarded. In addition, the ship captured a C.B., a V.C., a D.S.O., three or four Conspicuous Gallantry Medals, and had sundry special promotions distributed among her Officers, Bluejackets, and Marines. Altogether the "Orlando" landed 400 officers and men during the operations, and for a considerable period only about 100 men were left behind to work the ship. Notwithstanding this the "Orlando" made several runs to Wei-hai-Wei and Chefoo, and on one occasion had the Chinese guns trained on her. A cruiser of between 5,000 and 6,000 tons going into action with a complement of 100 men only would have been somewhat handicapped, but we may be sure that even under these conditions the "Orlando" would not have failed to make her mark, as she did on every other page of the history of the war.

At the capture of the Taku Forts the "Orlandos" shared with the Japanese the honour of being first in, and claim to have been actually first over the breastwork. Before this episode some three score of Royal Marines

Photo. Copyright. *Symonds.*

HOME FROM THE WARS.

The "Orlando," cruiser, which recently arrived home from the China station.

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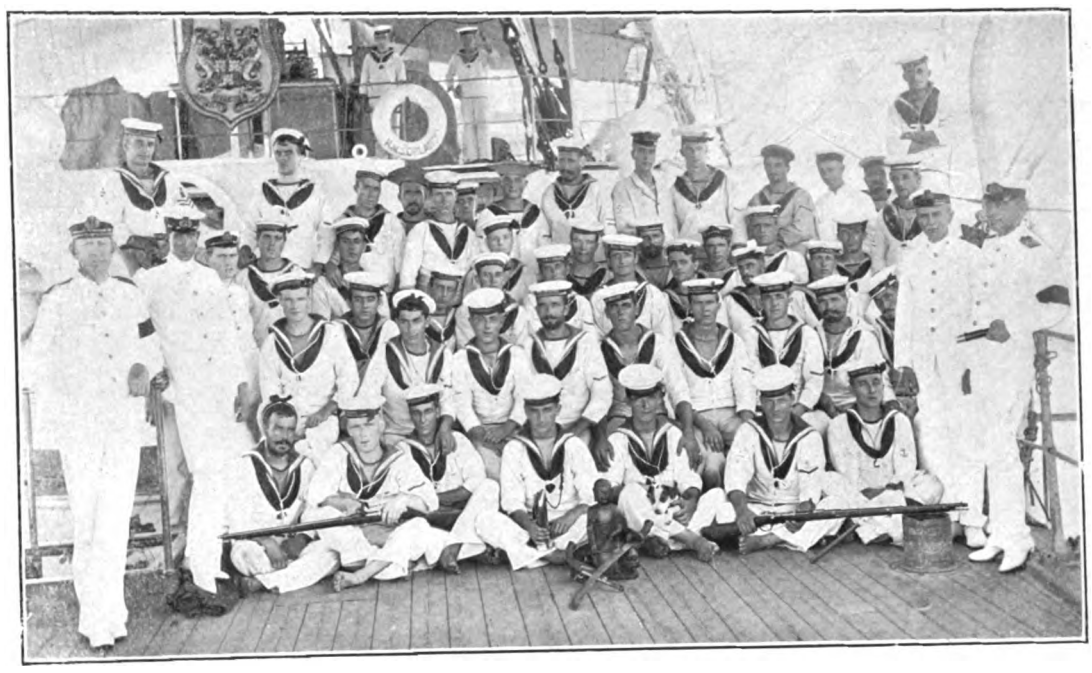
had been despatched by the "Orlando" under Captain Halliday, R.M.L.I., as a guard to the British Legation in Peking. How nobly this detachment fulfilled its duty is writ large in the annals not only of the siege of Peking, but also in those of the Victoria Cross, the coveted decoration of which was bestowed on Captain Halliday for his part in a sortie carried out with conspicuous gallantry in very trying circumstances. A Chinese battery had been established close to the Legation outworks, and, as the gunners were giving the defenders of the Legation a great deal of trouble, a hole was knocked in the wall and a body of Marines sallied forth, with Captain Halliday at their head, in the hope of driving the Celestials from their position. This was eventually done, but not before Captain Halliday, after killing three of the enemy with his revolver, was himself badly wounded in the shoulder. In the circumstances this might well have meant the retirement of the little force, but Captain Halliday rose finely to the occasion, and, calmly telling his gallant Marines to "carry on," walked back by himself to get his wound dressed, a notable example, truly, of "coolness in the presence of the enemy."

Several other honours were awarded to the "Orlandos" for their conduct during the siege of the Legations, and much of the success of the defence is attributed to the resourcefulness of Petty-Officer Thomas, the armourer of the "Orlando," who contrived a forge, and, by utilising every bit of lead, including the enemy's spent bullets, he could lay his hands on, was enabled to supplement the ammunition of the defenders to a most useful extent, especially in the way of fitting projectiles to old cases for use in the one or two quick-firing guns which the garrison possessed.

Undoubtedly some of the finest service performed by men from the "Orlando" in China was that done in connection with Sir E. H. Seymour's gallant but unsuccessful dash on Peking, and to this we have alluded separately under the full-page picture we give of the "Orlando's" contribution to Admiral Seymour's force.

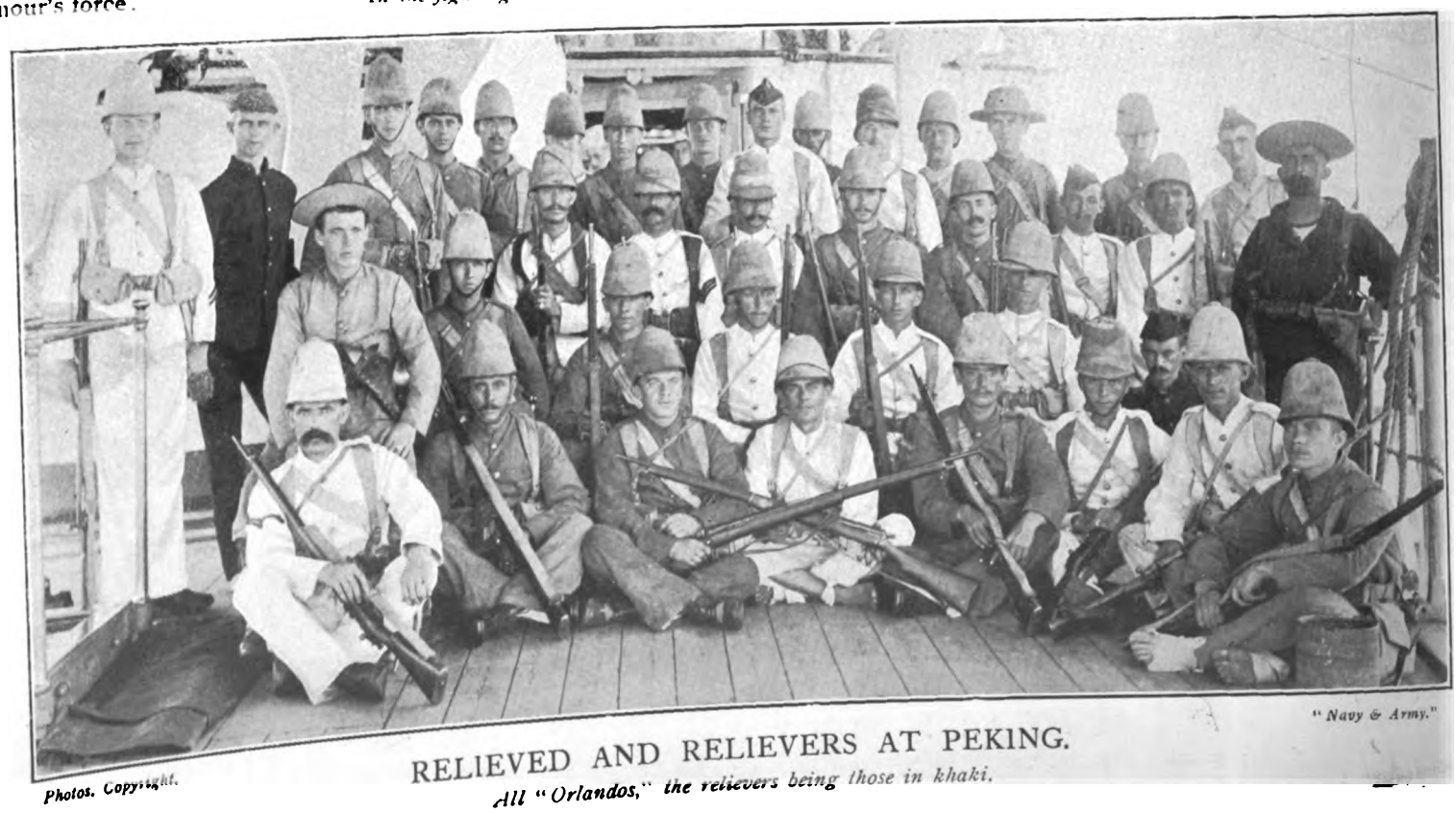
Both in the siege and relief of Tientsin and in th capture of the native city and arsenal the "Orlando" wa notably represented, and the promotion to commander which was given the late Lieutenant Wright, R.N., for his services at this stage of the operations was certainly well earned. On one occasion five out of nine men who were working a 9-pounder from the "Orlando" were wounded while defending an important position, but the other four men and a civilian, with Lieutenant Wright in command, kept things going to such good purpose that the position was saved. In the attack on the native city and arsenal the command of the British Naval Brigade was held by the late Captain Burke of the "Orlando."

Such a glorious record needs little embellishment in the way of fine writing or of laboured inference. Indeed, its most remarkable attribute is its simplicity, coupled, of course, with that thoroughness and comprehensiveness to which we have already alluded. There was work for the "Orlandos" to do, and they did it with that single-hearted persistence and vigour, and utter disregard of anything in the nature of odds, for which the British Navy is ever conspicuous. It would have been difficult for more to have been accomplished, but if more opportunities had been available they would, of course, have been similarly improved. If the enemy got hurt in the process that was their look-out; and as for the susceptibilities of foreign allies—well, someone must give a lead, and the natural "someones" in this case were Jack and his good friend Joe the Marine. The "Orlando" arrived home almost to the day on the anniversary of the battle of Lang Fang, one which took place in the Seymour expedition, and on July 4, another anniversary connected with the fighting in Tientsin, Mrs. P. H. Colomb, the widow of Admiral Colomb, who did so much for the Navy, and the mother of Commander P. H. Colomb, who brought the ship home, after Captain Burke's death, presented the medals to the ship's company. The little function took place on the quarter-deck of the ship, and was carried out with appropriate ceremony.



THE TIENTSIN DETACHMENT.

In the fighting round Tientsin the "Orlandos" won special distinction.



"Navy & Army."

RELIEVED AND RELIEVERS AT PEKING.

All "Orlandos," the relievers being those in khaki.

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"ORLANDOS" WITH ADMIRAL SEYMOUR.

Part of the force which made such a plucky attempt to relieve Peking.

In the whole record of the operations in China there is nothing more stirring, or more closely in keeping with the best traditions of the British Navy, than the splendid effort made by Admiral Sir E. H. Seymour to relieve the Peking Legations at an early stage of their beleaguerment In the mixed force under Admiral Seymour's command there was a strong detachment of Bluejackets from the "Orlando," and their experiences would form of themselves an exciting story. When within twenty-three miles of Peking the force had to retire, as it was utterly impossible for it to cut its way through the immense masses of well-armed Chinese troops which it found interposed between it and the capital. In the retirement, which was a matter of great difficulty, Leading Seaman George of the "Orlando" special y distinguished himself by his gallantry in towing junks full of wounded out of the enemy's fire. For this splendid action George was given the Conspicuous Gallantry Medal, and was also presented with a gold medal by the United States Government. Altogether the "Orlandos" may well be proud of the prominent part they took in one of the most inspiring and arduous episodes in the China War. The attempt was a failure, but it was a failure more creditable than many successes, and every man who took part in it deserves appreciative mention.

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COLONIAL COMPETITORS AT BISLEY.

REPRESENTATIVES FROM NEW ZEALAND.

MR. GEORGE HYDE, OF MASTERTON, NEW ZEALAND.
The Winner of the Championship this year.

MR. W. H. NELSON, OF WANGANUI, NEW ZEALAND.
The Winner of last year's competition.

THE representatives who came from New Zealand to compete at this year's Bisley Rifle Meeting are all picked men. They are all of them crack shots, and have held championships in their own particular districts. Mr. George Hyde, who is a member of the Opaki Rifle Club at Masterton, possesses a keen shooting eye. He is the winner of the New Zealand Rifle Championship. In connection with this, Mrs. Seddon, the wife of the Premier, on March 7 presented him with the championship belt, to which were attached no less than twenty-six silver clasps, and pinned the gold medal on his breast with her own hands, an honour which he fully appreciated. Mr. Hyde first commenced shooting about seven years ago, after which he gave up all thoughts of rifle championships, until quite recently, when he has taken a greater interest in shooting than ever.

MR. G. LOVEDAY.
Third in the Championship for the Colony.

Mr. W. Ballinger is a very old competitor in New Zealand, and has not missed a season since he first started rifle shooting at the age of eleven, in 1870. From that time up to 1876 he was successful in carrying off several cadet prizes, and his career has been a very eventful one in rifle competitions. He won the championship of the colony before he was twenty years of age, and again in 1895. When the records of these men are taken into consideration, it will be seen that some very formidable antagonists have been sent to represent the colony, and who stand a very fair chance of carrying off some of the prizes at this meeting.

Photos. Copyright.
MR. J. G. WILSON, WOODVILLE RIFLE CLUB.
Second in the New Zealand Championship.

J. Muir.
MR. W. BALLINGER, A FAMOUS PRIZE-WINNER.
The possessor of a remarkable shooting record.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XIV — No. 286.] SATURDAY, JULY 26th. 1902

LORD KITCHENER.

FROM AN ORIGINAL PORTRAIT IN THE POSSESSION OF LIEUT.-COL. LEES KNOWLES, M.P., 3RD V.B. LANCASHIRE FUSILIERS.

We make no apology for producing after such a short interval another picture of the Man of the Hour, because the above is of special and, indeed, unique interest. It is from a portrait painted by Mr. Charles Horsfall. The portrait has been described by a member of Lord Kitchener's Staff as "the best likeness he had seen," and we and our readers are greatly indebted to Colonel Lees Knowles for so kindly giving us facilities for its reproduction.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. If here stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

New Lamps for Old.

THE sea is the element which has made Britain great. We have been called a nation of shopkeepers. We ought to be a nation of seamen. There are few Englishmen who do not love the sea, though there are a good many who do not love to go down to it in ships when stormy winds do blow and its broad bosom heaves with turbulent emotion. The first impulse of the Englishman, when he has been ill, is to breathe sea air. Watching the waves, and feeling the salt sting of the brine upon his cheek, he feels that he is drinking in new life. Every Englishman felt therefore that it was most natural and most desirable for His Majesty the King to get into sea air as soon as possible after his severe illness and dangerous operation. Fortunately the sea is having as good an effect as could be wished upon the condition of the Royal patient, and there is every prospect that he will be sufficiently recovered by the 9th of next month to bear the fatigue of the Coronation ceremony. Everything will be done to reduce that fatigue as much as may be. It would be imprudent to run any risks, and the general sense of the community strongly approves the decision to postpone the long drive through the streets of the capital until a later date. The petitions which certain inhabitants of Southwark presented to His Majesty, pointing out that they would suffer loss if the Procession did not take place, as originally arranged, on the day after the Coronation, were not only impertinent, but positively callous in their disregard of anything but sordid pecuniary considerations. The King, in his reply, was generous enough to refer to the "loyal and affectionate feelings" displayed by those who drew up the petitions. The ordinary mind finds it rather difficult to see where these loyal and affectionate feelings came in.

In one way the delay in crowning the King has a result which is not by any means unfortunate. It leaves a longer time for the Conference between the Colonial Premiers and the representatives of Imperial interests in London. So far no official account of these Conferences has been given to the world. But there is no reason to doubt that they will have a good result. We need not—indeed, we must not—expect any immediate and definite outcome, so far as concerns the most important questions which the Conference is discussing. Any hasty decision upon such subjects as Imperial Defence and inter-Imperial trade arrangements would be certain to do more harm than good. It is only when there has been full debate upon every aspect of the relations between the States of the Empire that we can hope to arrive at a permanent conclusion regarding their future. But, even though no actual decision be reached as the result of this Coronation year Conference, it will, nevertheless, have a good effect in making Colonial statesmen more familiar with the Imperial problems which await solution, and in bringing the views of those statesmen and of the nations they represent before the Home Government and the people of these islands.

Public opinion in the Colonies may be inclined to think it strange that the Prime Minister should have chosen to announce his retirement at the very time this Conference was sitting. It may be said by some that it is hardly the moment for a change of helmsmen when questions of such vital importance to the Empire are being discussed. But the resignation of Lord Salisbury and the succession of his nephew to the Premiership are not likely to influence the settlement of Imperial problems in the slightest degree. There will be no difference whatever between the policy that was pursued by Lord Salisbury in this regard and the policy which Mr. Balfour will follow. Neither the late nor the present Prime Minister has shown a very keen interest in the drawing together of Imperial ties. But so long as Mr. Chamberlain remains at the Colonial Office—and there is every reason to suppose that he will be in charge there for a long time yet to come—we may be sure that the interests of Greater Britain will not be neglected. From this point of view we cannot pretend to regard the retirement of Sir Michael Hicks Beach with much regret. It is necessary—even more necessary now than it has ever been before—that Chancellors of the Exchequer should take a broad view of the responsibilities of their office. It is highly desirable that they should have had experience in the great spending departments, the Admiralty and the War Office. It is essential that they should frame their Budgets rather in accordance with the needs of the day—so long as they are governed by sound principles of finance—than in obedience to the pedantic traditions of a past age. We sincerely hope the new Chancellor of the Exchequer will be a man capable of a statesmanlike view, and one who is not afraid of stepping ever so little away from the beaten path of financial punctilio.

It is quite possible that the future historian may regard the retirement of Lord Salisbury as an event which closed an epoch in English politics. Lord Salisbury was the last of the race of political leaders who clung to the beliefs and the methods of the old aristocratic order, and who regarded with distrust and dislike the growth of the democratic idea. To them it seemed quite in accordance with the eternal fitness of things that the most important affairs of State should be entrusted to noblemen and country gentlemen of irreproachable manners, unsullied respectability, and mediocre intellect. They did not think it necessary to entrust the conduct of the nation's business to the best men who could be found to undertake it. They were willing to leave it to the first-comer, whatever the qualifications of that first-comer might be. When Lord Salisbury appointed his family connections to important posts, there was no suspicion of self-seeking about his action, for he was known perfectly well to be a high-minded, patriotic Englishman, incapable of conduct that would not bear the fullest light of day. He made such appointments because he honestly believed that those he selected would do the nation's work as well as anybody else. We take a more businesslike view. We think it better to employ men of proved capacity, men who have already shown their mental energy and their grasp of affairs either in their private concerns or in some public business. Mr. Chamberlain, Lord Goschen, the late Mr. W. H. Smith, Sir Henry Fowler, and Mr. Ritchie are all men of that type. They are the men upon whom the country can rely for the efficient discharge of public duties. They may not be great statesmen, but they are good men of business; and just now we are less in need of statecraft than of capability.

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THE PUBLIC SCHOOLS AT BISLEY.

"ASHBURTON DAY" at Bisley is always the most popular of the National Rifle Association's meetings, especially with ladies, who come in the guise of numerous sisters, cousins, and aunts, to see the marksmen of the various Public School Cadet Corps shoot for the possession of the Challenge Shield presented nearly fifty years ago by the third Baron Ashburton. In no sport does the old phrase of "other times, other manners" receive such striking illustration as in rifle-shooting; and the scene on Ashburton Day at Bisley at the present time, with its long line of scoring boards bearing the names and blazoned arms of different schools, and the brilliant colouring lent to it by the bright dresses of the ladies and the vivid uniforms, scarlet, blue, grey, green, black, and khaki, of the boys, presents a striking contrast to that of the first meeting, when Eton, Harrow, and Rugby alone tried conclusions at Wimbledon. Harrow and Charterhouse hold the lead at present with nine victories apiece, though it should be remembered that the former have competed the more often. Eton, by winning last year, brought their total up to six, while Winchester have four and Clifton three successes to their credit. Rugby, Cheltenham, Dulwich, and Bradfield have each won twice, while Marlborough and Rossall have so far contented themselves with "singles." It is right and proper that NAVY AND ARMY should present those public school readers from whom it has always received such hearty support with a few pictures of their chosen representatives doing battle on Bisley's sun-baked heath, and it is with great pleasure that we are able to reproduce one or two scenes very characteristic of Ashburton Day.

The contest this year was close and more exciting than that of last year, when Eton, by dint of steady scoring, not brilliant but free from breakdowns, carried off the trophy with a comfortable margin of points. The conditions require that seven shots per man be fired at both 200-yds. and 500-yds. When the schools left the shorter range, Cheltenham, with two 34's, three 33's, and only one poor score, were leading with a total of 254, well ahead of Charterhouse (245), Wellington (242), Eton (240), and Harrow (238). At the longer range Charterhouse failed to come up to expectations, their large crowd of supporters notwithstanding, while Harrow crept up. Marlborough, too, who came back with 235, made a bold bid for victory, Corporal Dewhurst putting on a "possible," a feat only equalled during the afternoon by Lance-Corporal Oxley, of Glenalmond. Wellington and Eton fared little better than Charterhouse; and Cheltenham, maintaining their lead, were returned victors with 469 points, Harrow being second with 466, and Marlborough third, only one point behind.

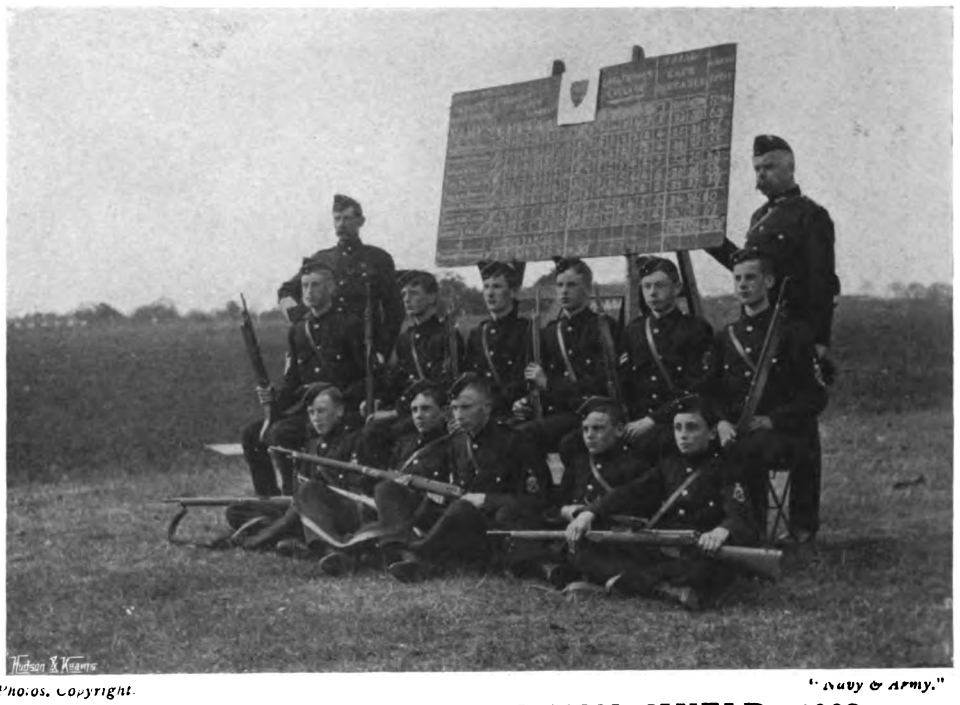
Next best scores:

	Pts.		Pts.		Pts.
Charterhouse	456	Blair Lodge	429	Leys	400
Eton	454	Tunbridge	427	Brighton	395
Clifton	449	Whitgift	425	St. Paul's	390
Berkhamsted	448	Wincnester	416	Blackheath	386
Wellington	446	Malvern	410	Lancing	385
Dulwich	444	Highgate	407	Blundell's	377
Rugby	442	Bradfield	406	Sherborne	375
Haileybury	442	Reading	405	Cranleigh	374
Glenalmond	442	Eastbourne	404	Wellingborough	370
Bedford	440	Repton	401	Dover	350
Rossall	431			Felsted	340

The Spencer Cup, shot for immediately after the Ashburton competition by one member of each team, was won by Sergeant North, of Harrow, with 34, this being the eighth Harrovian victory since 1861. The Cadets' Trophy was won comfortably by the Marlborough pair with 121, while the Dulwich team of "old boys" carried off the Public Schools' Veterans' Trophy with a good score of 230.

SHOOTING FOR THE ASHBURTON SHIELD.

A view from behind the scoring boards of Berkhamsted, Reading, St. Paul's, and others.



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WINNERS OF THE ASHBURTON SHIELD, 1902.

The shooting eight of the Cheltenham College Engineers, who defeated Harrow and Marlborough by three and four points respectively.

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SHOOTING FOR THE ASHBURTON SHIELD.

A view from in front of the firing line, showing competitors of the Wellington, Whitgift, Winchester, Bradfield, and other eights.

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MARKSMEN OLD AND YOUNG AT BISLEY

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THE CRACK SHOTS OF THE PUBLIC SCHOOLS.

The competition for the Ashburton Shield between eights from Public School Cadet Corps in progress.

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THE CRACK SHOTS OF THE ARMY.

The sixty best marksmen of the British Army assembled together on Bisley Heath.

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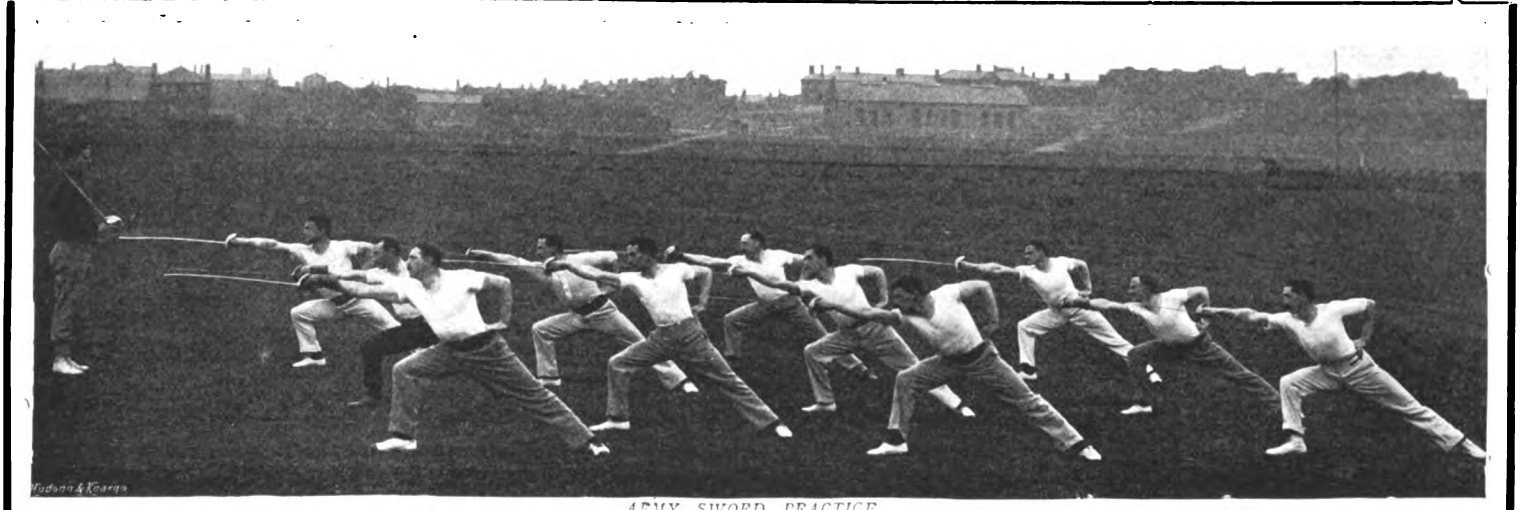

ARMY SWORD PRACTICE.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

THOSE who were privileged to see Lord Kitchener on the day of his return back to this country were astonished to see him in such magnificent bodily health. We had heard much of a long and wearying campaign, and it was not expecting much that he should bear traces of this hard work and mental anxiety when he returned. Not a bit of it; he was looking just as robust and fit as if he had never had a moment's anxiety in the whole of his life. Red-faced and stout, he must be a stone or more heavier than he was two and a-half years ago when he made the journey out to South Africa. But if Kitchener was looking fit and strong, he was about the only man on the Staff who was doing so. Neither Sir John French nor Sir Ian Hamilton looked the men they were before the war; both looked much older, thinner, and more careworn than they were three years ago. It was a very near thing that Kitchener was allowed to land at all. When the "Orotava" arrived in Southampton Water there was a case of smallpox on board. Major Hon. F. Gordon, of Lord Kitchener's personal staff, had developed this disease since the vessel had left Las Palmas. Luckily it was an only case, and the Port doctor allowed the vessel to proceed to her berth; but if there had been a further outbreak, all London, waiting to welcome its returning hero, would have been again disappointed in a public holiday. Kitchener has returned to spend a quiet holiday before proceeding to India to take up the command which he has always coveted—that of Commander-in-Chief. One wonders how he will be able to take the short proposed rest, when we know that he is to be bombarded with banquets, breakfasts, dinners, and freedoms. He will have to show a very firm hand if he is to keep aloof from the public hospitality which is promised. Not that I think that Lord Kitchener will remain long in India. There are straws already in the wind which tend to show that we have not such a peaceful prospect in front of us as a nation as so many fondly believe. The most convincing of these straws is to be found in the "rush" which is again taking place for employment in the Egyptian Army. This is as significant as a falling barometer. Officers do not sign on for two years on the fringe of the Sahara unless they feel that they will get their *quid pro quo*. The menace at the present moment is Abyssinia. Men whose opinion is certainly worth consideration, have asserted that the trouble which can only have one termination is already in sight. If this is the case, we are within measurable distance of another big war. How big, no one at present can rightly calculate. But it would be a war in which we could employ native troops from India. In fact, with the British, Indian, and the Egyptian Army we ought to be able to coerce Abyssinia without a great stiffening of British soldiers if it does come to blows. But it should be borne in mind that the Abyssinians have been completely armed with modern rifles by French and Russian traders, have the reputation of being a fearless nation, and, what is more serious, are possessed of a country very difficult for offensive warfare, while it is adequately adapted for defensive operations. Well, Abyssinia is one of the straws—but it is only one: there are others elsewhere.

It is now stated that there will be seventy to eighty competitors for the thirty vacancies in the Royal Army Medical Corps. This unwonted competition must be traced to the new regulations which have just come into force, and which were designed with the express object of bettering the position of the Army surgeon, while at the same time giving him a better return for his skilled labours. If this class of competition is maintained in the future for commissions in this branch of the Service, then Mr. Brodrick can claim to have done at least one good service during his tenure of the appointment which he now holds. I have always held the view, and there have been many that agreed with me, that the greatest insult that the nation, as a nation, gratuitously presented to its Army lay in the furnishing of it with doctors. It made no attempt to compete in the skilled labour market, but simply, with the bribe of a military title, furnished a service from men who in a great many cases would have been failures elsewhere. Well, if there is one man the nation should do its best for, it is the wounded man, the man stricken down in its service. No money considerations should be allowed to stand between the stricken man and the very best medical or surgical aid that it is possible to procure. The authorities may answer this by saying, "Every word is true—in time of war we are able to subsidise our Treveses and Cheetles and McCormacks, and we will willingly pay their fees." But this is not enough. What is wanted, is not simply an emergency medical service, but a service which, during the humdrum days of peace, is officered by men capable of holding their own with others in the profession. That this is possible is shown in result by the Indian Medical Service. Here the Indian Government is able to offer inducements to ambitious and clever men which keep them in the Service. They are able to look upon their corps as a means and end to ultimate advancement, not a mere "refuge for the destitute," with the result that the native sepoy has far better medical attendance than the British private—which is not right. I had been afraid that Mr. Brodrick's scheme had not sufficiently improved the pay and emoluments in the senior ranks to make this new edition of the R.A.M.C. popular, but if we continue to draw four men to compete for every vacancy we must improve the educational standard of the Army doctor, which is very much to be desired.

The Sandhurst problem has gone too far to be treated lightly. We would like to know the true inner history of it all. How much is due to the report of the Educational Committee, how much to mismanagement of the cadets in the initial stages of the trouble by the Sandhurst officials, and how much to War Office interference, and orders for wholesale punishment in a fit of peevishness? I am myself inclined to think that the Educational Report was the primary cause of

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it all. There is no doubt that the Committee treated Sandhurst shamefully. In plain language, it was not an impartial report, for there was not a single member of that Committee who had ever been a student at Sandhurst, and I defy a corporate body of men to go down to a school or college, and report fairly and truly on the working of that school or college upon a twenty-four hours' experience. Yet this is in the main the evidence that Sandhurst was condemned upon. Everybody knows the feeling which exists between what has been termed in irony "the intellectual branches" of the Service and those outside. Therefore we can appreciate to some extent the feelings of the cadets at Sandhurst, when they found that they had been condemned through the mouths of Woolwich men—men who must have been influenced by the professional bias which exists so strongly between the branches of the Service which are fed through the Woolwich and Sandhurst channels. If those responsible for the selection of the Committee had only had the common-sense to place one Sandhurst man upon the board, they might have obviated all the present difficulties which have arisen. But then it is not given to the War Office to be far-sighted. Of course the debate in the House of Lords means nothing. The Government have pushed the Commander-in-Chief forward simply to cover themselves. "It is a matter of discipline—consequently it must be the undivided province of the Commander-in-Chief. He will deal with it." If they would only leave all matters of discipline in his hands, more justice might be done to the Army at large. But the Commander-in-Chief is a convenient Parliamentary puppet, and, as in the present case, they are not slow to avail themselves of his personality if it suits their book not to answer inconvenient questions.

A very general feeling exists, and in my opinion rightly exists, that in the exuberance of their spirits the British public are making far too much of the native Indian troops which are over here for the Coronation. In fact, one of the greatest evils resulting from the King's illness has been the prolonged stay of these troops in England. They are having a good time, and it is this good time that is prejudicial to our interests. The native troops have petitioned the King that it would be "a great shame" to them if, after having come to England for the express purpose of taking part in the Coronation, they returned to their comrades without ever seeing His Majesty. This is all bunkum, of course. What the native troops feel is that there is a chance of an extra two months' leave for them, they the while living on the fat of the land. Now I maintain that these two months will infuse a spirit into the men which is not in the interests of discipline or the public convenience in India. I do not blame the men, they cannot help themselves, but those who treat them in an undignified manner and without due decorum, even though it be through ignorance, are not laying up a pleasant legacy for Anglo-Indians.

KITCHENER'S BODY-GUARD.

WINDSOR naturally gave a splendid welcome to the hundred and fifty men of the Scots Guards who have acted in South Africa as Lord Kitchener's Body-guard, and who returned home with him in the "Orotava." The 3rd Battalion of the Scots Guards is stationed at Windsor, and the detachment was therefore "coming home" in the fullest sense of the word, although, as a matter of fact, since nearly all the men are Reservists, many have probably by this time been absorbed into private life. None the less will they have appreciated the cordial greeting of their comrades, and the dinner provided for them by the Guards' Club.

One of our pictures shows the detachment paraded at Victoria Barracks, and very fit the men look in their serviceable war kit, which is probably a good deal more spick-and-span than that in which most of their hard work in South Africa was performed. Our readers will note the bird-cages which some have brought back for their kinsfolk as a memento of the war. There is something rather quaint in the notion that an innocent little dicky bird should serve as a souvenir of a long and terribly trying campaign; but the incongruity matters little to the soldier, who, next to his relatives and comrades, loves live animals, and takes a special pride in bringing home good feathered specimens from foreign parts.

THE OFFICERS OF THE BODY-GUARD

The senior being Major F. J. Heyworth, D.S.O., Scots Guards.

Photos. Copyright. *Russell, Windsor.*

BACK AT WINDSOR.

Scots Guards who acted as Lord Kitchener's Body-Guard.

Apart from the general work of the war, this detachment of Scots Guards has had an onerous and responsible duty in safeguarding the Commander-in-Chief. Lord Kitchener is not a man to whom considerations of personal security appeal at all forcibly, and yet any accident to him during the time that he directed the operations in South Africa would have been an unspeakable calamity. The greater need, then, for unobtrusive and unremitting watchfulness.

It is well and fitting that Guardsmen should have been selected for this post. Not only did Lord Kitchener to a peculiar extent represent the King in his control of the operations, but as fighting soldiers of the very first rank the Guards have a clear title to be considered when any selection is being made that carries with it an active service distinction. In South Africa the Scots Guards have behaved as the Guards always do, and there is no need to say more. The satisfaction with which they acted as body-guard to the Commander-in-Chief was doubtless enhanced by the memory of the good work done, and the graceful recognition received, by the Grenadier battalion that served under Lord Kitchener in the Khartoum campaign of 1898.

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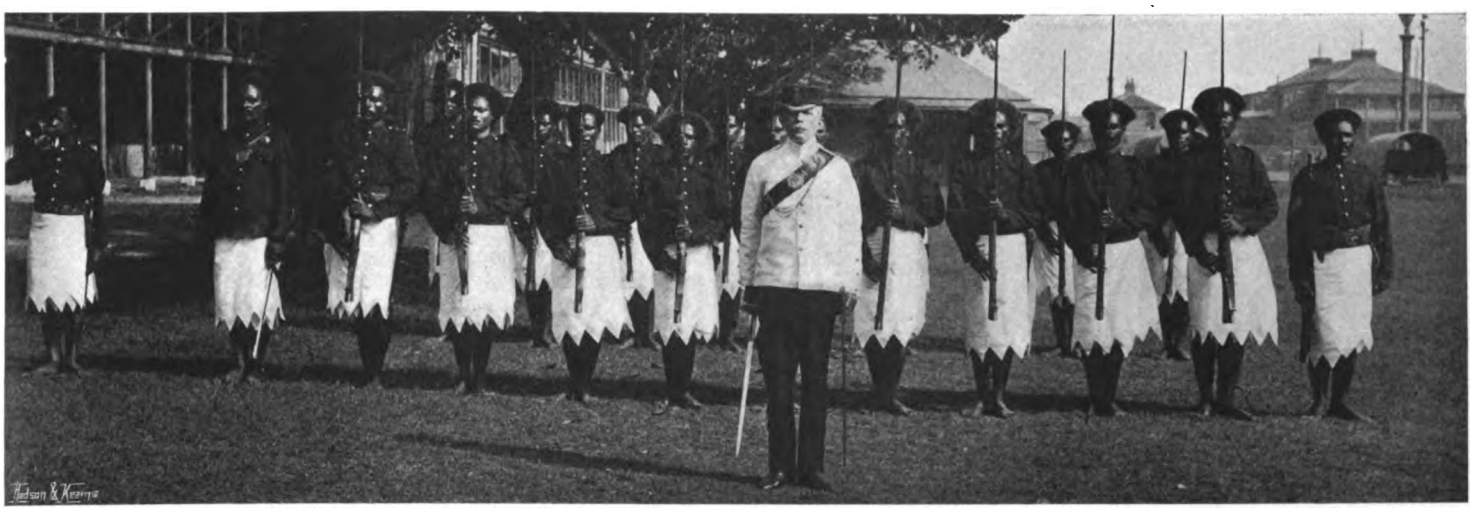

THE FIJIAN CONTINGENT WHICH WAS TO HAVE MARCHED IN THE CORONATION PAGEANT.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

THE arrival of Lord Dundonald in Canada, and his assumption of the command of the Dominion Militia, may prove hereafter to mark the beginning of a new era in the history of Imperial Defence. Not that Lord Dundonald is at all likely to signalise his entrance upon his new duties by any violent display of the proverbial characteristic of new brooms. In the first place, his native good sense and good taste would preclude the likelihood of any such bad beginning. In the second, the Commandant of the Dominion Militia is surrounded by a good many restrictions which leave him with considerably less freedom of action than that which is attached ordinarily to a local military Commander-in-Chief, and, even with the powerful support of the Minister of Militia, he must walk, like Agag, delicately, if he wants to introduce anything like comprehensive and searching reforms. Fortified as he is with the prestige derived from brilliant service in South Africa, much of which brought him into close touch with the Canadian troops, Lord Dundonald would be foolish to forget that the majority of the force which he will have to control is founded on a basis of independence and political influence probably in the bulk quite equal, other things being taken into account, to those enjoyed by our Citizen Army at home.

On the other hand, Lord Dundonald has much in his favour as the probable inaugurator of a new epoch in the military history of Canada. Apart from his own qualifications he is happy indeed in the coincidence of Sir F. Borden's tenure of office as Minister of Militia, since the latter is not only a man of broad and progressive views, but an ex-Militia officer of considerable experience. There is little question, too, that Lord Dundonald's predecessor, Colonel O'Grady Haly, has done much to smooth the way for future improvements and for future necessary changes. Occupying a temporary appointment in circumstances necessitating the exercise of much tact, Colonel O'Grady Haly undoubtedly rendered much easier the task—for it is a task, and a big one, too—which lies before his successor, and in the due accomplishment of which it is probable that his services may be partially obscured by Lord Dundonald's ultimate success. The latter has yet another and even more powerful auxiliary than his predecessor's good work and Sir F. Borden's known anxiety to level up the Militia of the Dominion to a higher standard, and that is the goodwill of the Canadians themselves, and their clear determination to let their military efficiency be commensurate with their extraordinary expansion in all other useful directions.

We cannot too closely watch the future procedure of Canada in regard to its military system, because there is now no question that upon the attitude of the Dominion will largely depend the shape which the whole subject of Imperial Defence must eventually take. We say "eventually" advisedly, because it is quite possible that in the excitement of the moment some of the Colonies, the representatives of which have been discussing these matters in conference, may take independent action and assume individual responsibilities which may give the idea of a combination sufficiently strong to leave Canada—assuming that the latter stands aside—temporarily out of account. But those who know these things, and are accustomed to estimate Colonial developments by true historical and political standards, are well aware that it is, practically speaking, to the Dominion that the Empire must look to impart solidarity and permanence to any Imperial movement. From the standpoint of white population and prosperity alone, Canada occupies a position altogether superior to that even of Federal Australia or South Africa, while, vigorous as the communities in the two last are, and infinite as are the industrial and commercial potentialities connected with them, Canada stands on a separate Imperial peak, from which she surveys the world from a vantage-ground of such tremendous accomplished facts as, for instance, the Canadian Pacific Railway, and a trade which is beginning to cause even the United States some uneasiness.

We Imperialists can but hope that the lines on which Lord Dundonald will be enabled, by the frank concurrence of the people of the Dominion, to proceed, in regard to the Canadian Militia, will be at least sufficiently Imperialistic in their direction to give the other Colonies if not a lead, at any rate an impressive example. In the public allusions to the Colonial Conference which Sir Wilfrid Laurier made before leaving Canada, he did not go as far as other Colonial Premiers did in the matter of pledging his support of something resembling an Imperial Army scheme, doubtless because he was well aware that the responsibilities involved were far too heavy to be lightly dealt with. But we may be very sure that it has not escaped such an able and sagacious statesman that a prosperity which, like that of Canada, is increasing by leaps and bounds needs to be commensurately insured, and that vulnerable colonies cannot with safety undertake their own insurance against all risks. As the matter of military levelling-up is that directly under allusion, the Naval side of the argument, which is the more important one, may be for the moment disregarded. But from a purely military point of view the Dominion will doubtless reflect seriously that it has as much to gain from closer federation in the matter of mutual defence schemes as the Motherland has. As Sir Francis Grenfell said some weeks ago at the Inner Temple dinner to Colonial Premiers, we have undoubtedly learned a lesson from the Colonial Contingents which have come over for the Coronation, but it is also permissible to think that the Colonies have, through their representatives, also learnt a lesson. "At any rate they would find the use of supporting this little island." It seems to us that Sir Francis Grenfell, with soldierly directness, goes to the heart of the matter in these few simple words.

There is a thought in this connection which may not have occurred to all who take this matter of Imperial Defence more or less casually into consideration, and that is the relative position of the Mother Country and the Colonies in regard to military education. It must be regretfully conceded that recent pronouncements have not been of a character to

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enable the British Regular Army to plume itself upon the manner in which its officers are educated for the work they have to do, and it is pretty generally admitted that it is quite surprising that, considering the drawbacks he experiences, the British officer has done as well as he has. This is not the place to argue a point of this sort. But the fact remains that, even if a great self-governing Colony were to-morrow to institute a system of military education which compared with ours was simply admirable, that Colony would none the less have to depend on this country for many years to come for its professors and instructors in the art of war, unless, indeed, it adopted the strange expedient of importing them from the Continent. There is only one thing which makes a really efficient army, and that is the application to it of practical experience of an extended sort; and this in the case of most of the Colonies is hopeless except by educational processes. You may say that the Colonial trooper who has been through the South African War needs no further schooling, and is himself a qualified professor. But there are other than South African methods of warfare, and, deficient as our system may be, it at least has the advantage of comprehending experience gained from numberless other sources than the veldt.

It is, surely, important for Colonies which will take the Colonial Conference as a starting point for fresh military developments, and which are now inclined to be influenced by the pleasant suggestion that they are big enough, and know enough, to run their own military systems, to reflect that this matter of military education is one of curious significance. Real efficiency means a much more free application to Colonial military forces of our extended home experience than has hitherto been afforded. Every great Colony should have its own military college and its own special training and professional staff, in which should be concentrated not only the results of our recent South African lessons, but those gleaned in Egypt, the Soudan, India, China, and elsewhere. But will such experience in its best educational form be so readily accessible to the Colony that wants to "run alone" as to that which, as Sir Francis Grenfell says, "finds the use of supporting this little island"?

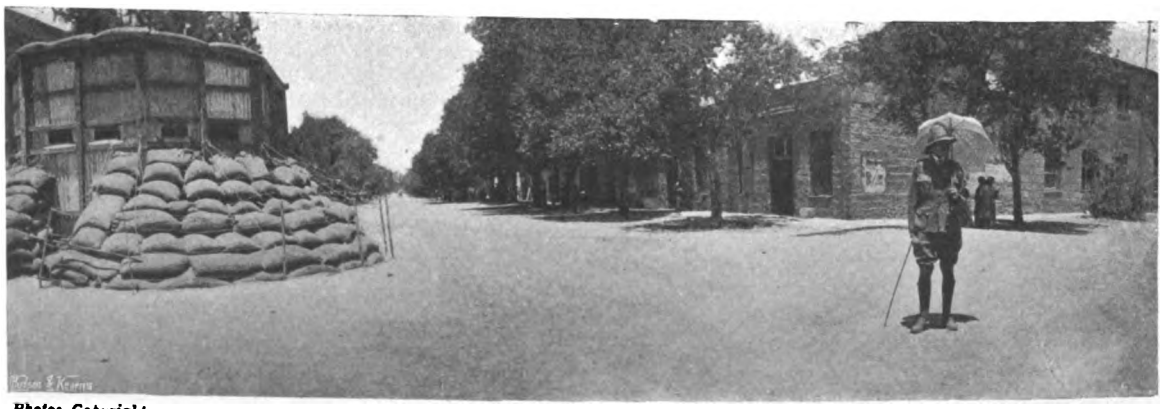
ECHOES OF VELDT AND KAROO.

THE most extraordinary development of the South African War has been found in the ringing down of the curtain. The official statement shows that close upon 21,000 men were still in the field when peace was signed. This indisputable fact has reduced to the confines of ridicule all the official estimates. Twelve months ago the Intelligence Department placed the numbers at 12,000 as the outside limit. But, although these figures are so staggering, yet it is probable that they do not represent a full roll of fighting men, and we may confidently consider 5,000 as about the numbers of real serviceable men who remained when the Vereeniging delegates accepted Lord Kitchener's uplifted toga. But apart from the extraordinary revelation contained in these numbers, we have now to face the remarkable placidity of the surrender. It is hard to realise in these tough fighting stalwarts, who for so long have hopelessly opposed the greatest Empire in the world, the sheeplike cyphers who have complacently surrendered upon the nod of their superior. It points a moral—a moral which it is impossible to overlook. We have not been fighting a nation; we have been engaged in a war with a few ambitious aspirants, who so knew the foibles of their co-patriots that they were prepared to attempt and do anything. It is little in the way of gratitude that the Dutch people will have for their first heroes when they have once tasted the sweets of the British *régime*. But they are people hard to understand. Their minds do not work upon the same axis as those of the dwellers in Europe. When they come to similar conclusions, they have arrived at them by different channels. They are a people living in the midst of twentieth century civilisation, having themselves not advanced beyond that of the seventeenth century. Their obedience to their rulers was feudal in its entirety, their faith dog-like in its unreasoning simplicity. But with peace the awakening will come. Far from chafing under British rule, it is our opinion that the Boers will transfer their allegiance with much the same strength of fidelity to the British Crown as they showed to their late Government. Such feeling as exists will not be between Boer and British, but will be found underlying the relationship of the leaders in this struggle and the burghers at large. This may appear to be a sanguine view; but we have every confidence in putting it forward. For a time, it is true, the returned prisoners of war may entertain some animus. But that will die away in a natural desire to live in concord with their surroundings, and we look for a new and happy lease to these people who have ever been their own enemies.

But the story of the struggle will last longer in the Cape Colony than elsewhere. The brunt of the war has never fallen upon these people, who have supplied in the main almost as much muscle to the Boer cause as the two late Republics themselves. But the country has never been swept by fire and sword in the same manner as have the new colonies. Consequently the Cape Dutch will believe that they have issued from the struggle with success. The thought of success in a conquered people is the cause of the most dangerous sedition. We would be inclined, as far as possible, to efface all natural objects which may be likely to sharpen bitter recollections. For instance, Beaufort West, of which town we to-day give two illustrations, is situated in the centre of the rebel tracts. During the latter phases of the war it became necessary to erect blockhouses and defence posts round the town, and even the main street was entrenched to defend the courthouse. We would remove every evidence of these defences, in order that the people, a strangely excitable race, should not have their feelings outraged by the constant memories of war which these relics of the great struggle would be sure to conjure up. In the same way, we would endeavour to garrison the towns with police, and not tempt war reminiscences by parades in market squares.

"EYES FRONT."

The Governor of Cape Colony inspects.



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IN PLACE OF THE BAND-STAND.

Town defences of Beaufort.

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AN OLD-TIME FIGHTING SHIP.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie

BY

David Hannay.

FIRING DRILL, CHRISTCHURCH.

IT is far from being my intention, or my present business, to comment on the incidents which led to the "Sandhurst Scandal," as many good people have been disposed to call the rustication of the gentleman cadets. The facts in these cases are never half reported. Whoever has had occasion to learn the truth about any internal disturbance in a school, college, or regiment, has also discovered that a great deal was within the knowledge of the master, or head, or colonel, which these authorities, for the most part quite rightly, do not think it necessary to communicate to the world. As for the innocence of the poor victims—they always are innocent. When the cat's tail is singed, or the bath runs over and makes a nice little imitation of Niagara, or unlawful eatables and drinkables are found in the dormitory, or a bonfire is made with somebody's furniture in quod, it uniformly happens to be the surprising fact that nobody had a hand in the lark. These things always occur mysteriously by spontaneous generation or combustion. Fortunately the responsible persons know exactly where they are, and the proper course to take. The common mistake is not to take it soon enough. I do not feel called upon to assert that the error was avoided at Sandhurst.

* * * *

What is safe to speak of is the attitude of the good public towards this event. It has been moved to the depths of its heart by hearing that the innocent are punished with the guilty, and there has been quite an outcry at the distressing discovery. Yet nothing is more consistent with, nor more inseparable from, military discipline than collective responsibility. It constantly happens that discipline cannot be enforced without making the whole corps, or ship's company, answerable. When one of the battalions of the Guards thought fit to have a barring out, all the members of that honourable corps were not concerned, but they all had to be rusticated to Bermuda. In the savage old times a body of soldiers was occasionally decimated—that is to say, every tenth man was executed, with no regard to his individual responsibility. This would seem barbarous to us, because we have more humane ideas than were once common, but none the less the principle of collective responsibility is as sound as ever. Besides, it is perfectly fair that the whole corps should be liable to be punished together. Soldiers, like every other mother's son, must take the fat with the lean. A man, whether he be an officer or only in the ranks, takes all the credit he can get for belonging to a famous regiment. When it is distinguished and glorified he takes his share, whatever his personal merits may have been. When there is discredit, and the consequences of discredit, he must take them too. There is a great deal of talk about *esprit de corps*, and no doubt it is a fine thing, but then it implies that each is responsible for all.

* * * *

On the whole the story is a rather irritating one. Here is a body of gentlemen who are all of an age at which men have commanded ships, or led regiments, or even, when they were princes, have fought battles. They are just about to become officers—and they have been behaving like a rather second-rate school, breaking bounds, making disturbances, and, in short, showing off. If the men of any regiment were to break out of barracks and distribute themselves in the neighbouring public-houses, they would be made to suffer for it. Yet this is very much what the cadets did do, and their friends and relations think it not only an innocent, but seemingly rather a creditable prank. These excellent people, who are, no doubt, all of them loud on the subject of the excellence of military training, do not know what discipline means.

* * * *

The writer of a very sensible article on "The Shipping Combine from a Naval Point of View," in the current number of *Blackwood*, makes a very sound remark about the manning of the Navy. It is not, indeed, new, and would hardly be disputed by a really competent authority, but its real significance is hardly quite appreciated, and is certainly not acted on. He points out that "the importance of merchant seamen for manning the Navy is not one tithe what it was." If he had said a hundredth part, he would have been well within the bounds of truth. The skilled men of the old Navy were trained as apprentices in the merchant ships. The kind of skilled man wanted now is not. That is the leading fact of the whole question of the reserve of the Navy. Since it is as it is, what is the use of going on talking about the merchant service as the great source of supply for our Fleet in war? A man who knew something about electrical machines, and how to drive in rivets, would be of more use in a modern war-ship than the primest of prime seamen of the old type. I do not say, or believe, that he is a better man. There have never been better men in point of pluck, ingenuity, and endurance than the old prime seamen, only it is the case that their peculiar skill is no longer wanted. Seamen we must have, though in smaller numbers, and their seamanship is of a peculiar kind. It is trained in the Navy, not in the trading vessels, and we must get it, by bringing our sailors up to it from the beginning. The crews of the Navies of the future will consist of small bodies of seamen proper, and large bodies of mechanics and soldiers taught to serve in ships. Since, however, this is the prospect, would it not be on the whole better if, when we are providing a reserve for the Navy, we were to make it military and mechanical rather than seamanlike? It is the engine-room and the batteries which have to be mainly thought about. Why should we think a seaman, in the proper sense of the word, necessary there more than a gunner or mechanic? When the tackle was all of rope, which was liable to be shot away or to break, the good ropeman was indispensable in a battery—and he was only made in the merchant service and by work as a rigger. But a gun's carriage and tackle are of quite a different order now, and it is the mechanical engineer who must put them right when they are damaged. The moral would seem to be that we should go much more to the shore for our Naval reserve. Militia Artillery, for instance, who did their yearly service in the coastguard and portguard ships, might be made quite fit to fill up vacancies in the crews of the Navy as the war went on. Nobody supposes that the reserve will fight the first battles. By the time they are wanted they will have had more practice—and it is to be presumed that the enemy will have had to fill up vacancies also. Even if our complements are not equal to the fully-taught crews trained in peace, they will be equal to their enemies.

* * * *

The question what is the good of a subsidised merchant and passenger steamer as a cruiser would really seem to be one which will have to be faced and settled before long. So far two suppositions would appear to have been made about them; first, that they would probably be good for something, and then that they cannot be expected to fight. Lord Brassey spoke of them on the 8th inst. as having been tried in the American War; but were they? Would the American Navy have been any the worse for the want of them? It is not

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easy to understand what use there can be in an armed ship which cannot fight. Her speed may make her useful as a scout, though her size will be no great advantage to her in that capacity, but she would be just as rapid if she had been receiving no subsidy; and if she is only to run away, it is pure waste to put guns and, what is far more serious, trained gunners into her. The State could press or hire her services when they were wanted, without wasting money on her in peace, and when war does come we shall want all our gunners for ships that do fight. So far the clearest result of the subsidised cruiser policy rather seems to be just this—that it illustrates the truth of Palmerston's maxim that whenever a man says something must be done, he is going to do something foolish.

THE DUTCH IN THE MEDWAY.

THIS is a representation of a picture with a story, and, what is more, a story that is of unique and special historic interest. It is a picture, indeed, that was one of the principal causes in bringing on a great European war, the fierce conflict between England and Holland, often called the "Third Dutch War," which broke out in the year 1672, in Charles II.'s reign. No other picture in the world probably can match this one in its curious interest. There can hardly be another proved case of an artist's canvas having been a *casus belli*. Yet, if the reader will go to Chancery Lane and look up certain old State papers carefully put away among our national archives in the public Record Office, he can read the story bit by bit for himself in letters which passed between King Charles's Privy Council at Whitehall and the Dutch Foreign Office at The Hague on the subject of this very picture. Here in brief is the story.

Everybody knows how in the month of June, 1667, a Dutch fleet came up the Medway, brushed aside the feeble English defence, burned several of our best men-of-war as they lay at their moorings off Upnor Castle by Chatham, and carried off to Holland as their spoil, as the great prize of war, the pride of the British Navy, the splendid first-rate, the "Royal Charles." The shame of it all hit England very hard. It was felt by the people throughout the country as an ignominy, a national disgrace, a blot on England's honour. But for the time being the bankrupt state of King Charles's Treasury compelled England to kiss the rod and make peace with Holland at the earliest opportunity. The terrible affront to the pride of England, though, was neither forgotten nor forgiven.

Five years later England had recovered herself and had made a treaty of alliance with Holland's mortal enemy at that day, France. Then came the opportunity for revenge. It only needed a *casus belli*, something to pick the quarrel over, and this picture was one of the things that afforded it. When the Dutch came up the Medway there was in the suite of the Dutch Admiral Ruyter a famous sea painter, Willem Van der Velde. He was with the Dutch admiral, and saw with his own eyes, close by, the taking of the "Royal Charles," and he painted a picture of it, the picture in question. It was immensely popular in Holland and was preserved in state at The Hague. In 1672 King Charles professed to take great personal offence at the picture. He included it among the list of grave offences for which he required redress from the Dutch, and demanded the picture's destruction. The Dutch refused, and after correspondence the English Government broke off negotiations and declared war.

A PICTURE THAT CAUSED A WAR.

The taking of the "Royal Charles" by the Dutch in the Medway in June, 1667.

From an old print.

The picture shows the Dutch sailors rowing in to board and take possession of the "Royal Charles," which ship is plainly indicated by the shield bearing the name on the stern. There was next to no defence made. The Dutch with little difficulty or loss took possession of the "Royal Charles," and sounding triumphantly an English Naval air of the time, "Joan's Placket is Torn," cut their trophy loose, hoisted sail in her, carried her down the river, and so over to Holland.

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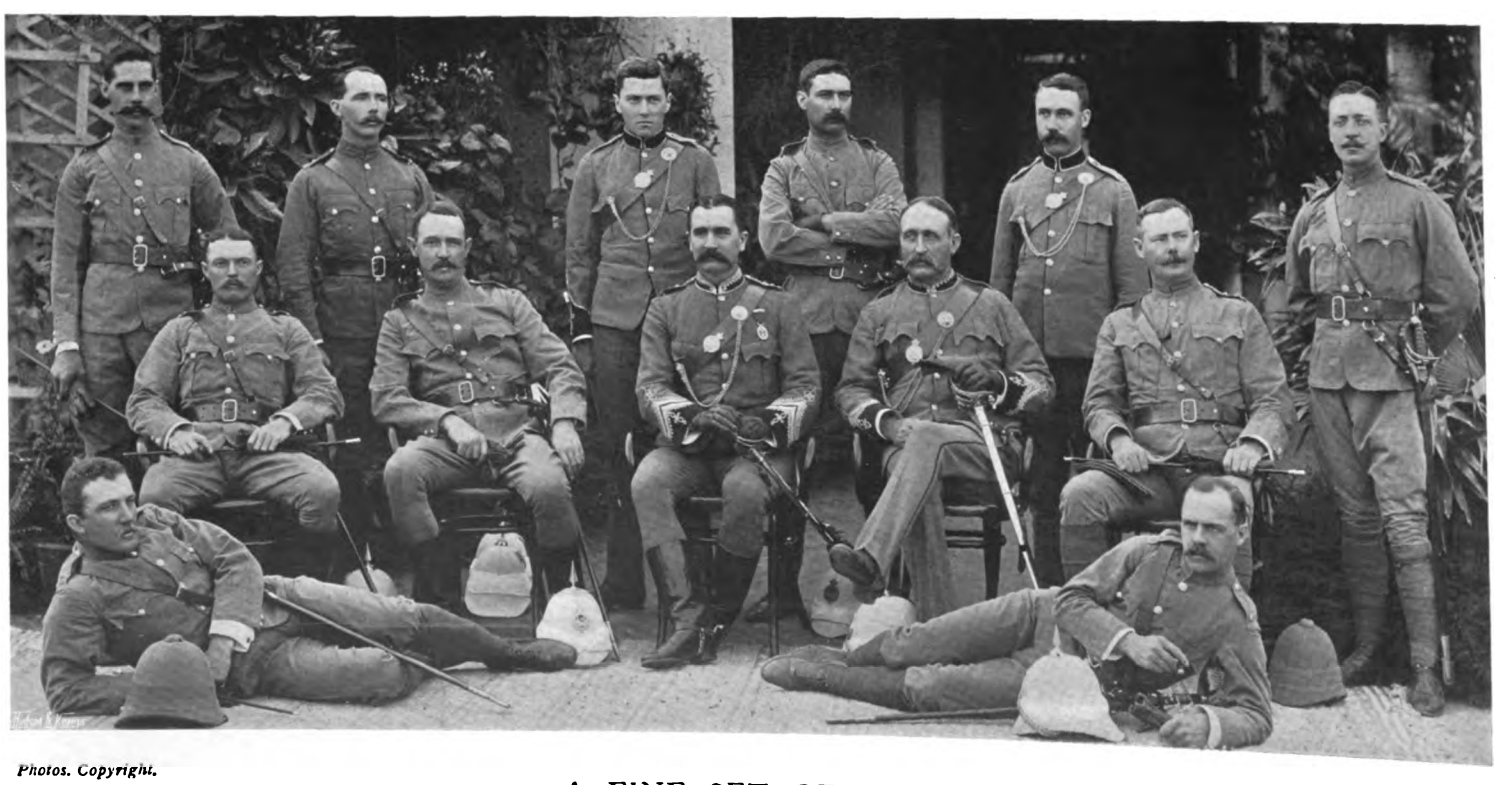
THE VOLUNTEER ARMY IN INDIA.—II.

A PRETTY CAMPING GROUND.

The 1st Midland Railway Volunteers under canvas.

FOR the most part, the important Volunteer areas in India have been split up into districts for administrative purposes. In Bengal we find that there are six administrative battalions. The senior is the Administrative Battalion Presidency Volunteers, comprising the Calcutta Light Horse, Cossipore Artillery Volunteers, 1st and 2nd Battalions Calcutta Volunteer Rifles, and the Eastern Bengal State Railway Volunteer Rifles. The 1st Administrative Battalion is made up from a North-West Province area, and includes the Oudh Light Horse, the Oudh, Naini Tal, and Rohilcund Volunteer Rifle Corps, and the Oudh Reserve Volunteer Rifle Corps. The 2nd Administrative Battalion is made up of Mussoorie Volunteers, Mussoorie Volunteer Rifle Corps, Thomason College Cadet Corps, and Reservists. The 3rd Administrative Battalion centres in Allahabad, with the Allahabad Light Horse and Allahabad Volunteer Rifle Corps as its component parts. The 4th Administrative Battalion, which has been for so many years and is still under that able and energetic Volunteer officer, Colonel Rivett Carnac, A.D.C., C.I.E., is represented by the Gazipur and Gorakpur Light Horse Corps and the Gazipur Volunteer Rifle Corps. The 5th Administrative Battalion of the Bengal Military Command has its headquarters at Cawnpore; the Cawnpore Light Horse and the Cawnpore Volunteer Rifle Corps furnish its units.

In other parts of the Indian Empire the Volunteer corps are more scattered, and mostly carry out their own administration. But there is an administrative battalion in the Punjab which administers the internal economy of the Punjab Light Horse and 1st Punjab Volunteer Rifles at Lahore. There is also another administrative battalion in the Central Provinces. The Assam Valley furnishes another important centre for Volunteer administration, as also the Rangoon Port Defence Volunteers, the latter perhaps being one of the most important Volunteer centres in the Empire. It would be beyond the scope of this article to give details of all the fifty-three Volunteer infantry regiments in India; but we have selected three pictures which well illustrate the efficiency and workmanlike character of two of the leading corps. The first illustrations are of the Midland Railway Volunteer Corps. As was pointed out earlier in this article, the great railways in India, unlike the employers of labour in England, have realised the necessity of universal European military service in India, and insist upon efficiency amongst their employés. In the illustration of the officers of the corps, it will be seen that they appear as smart and businesslike as the majority of Line battalions, and this may almost be said of all the great railway corps in India. The picture of the regiment's annual camp, with the E-P tents in strict military alignments also speaks of the high efficiency of the regiment. This is an interesting picture, as it shows how the country of Central India resembles the *terrain* in which our troops have been called upon to operate in South Africa. The two bouldered hillocks behind the Midland Railway encampment might almost have been the same kopjes in the taking and



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A FINE SET OF MEN.

The officers of the 1st Midland Railway Volunteers.

"Navy & Army."

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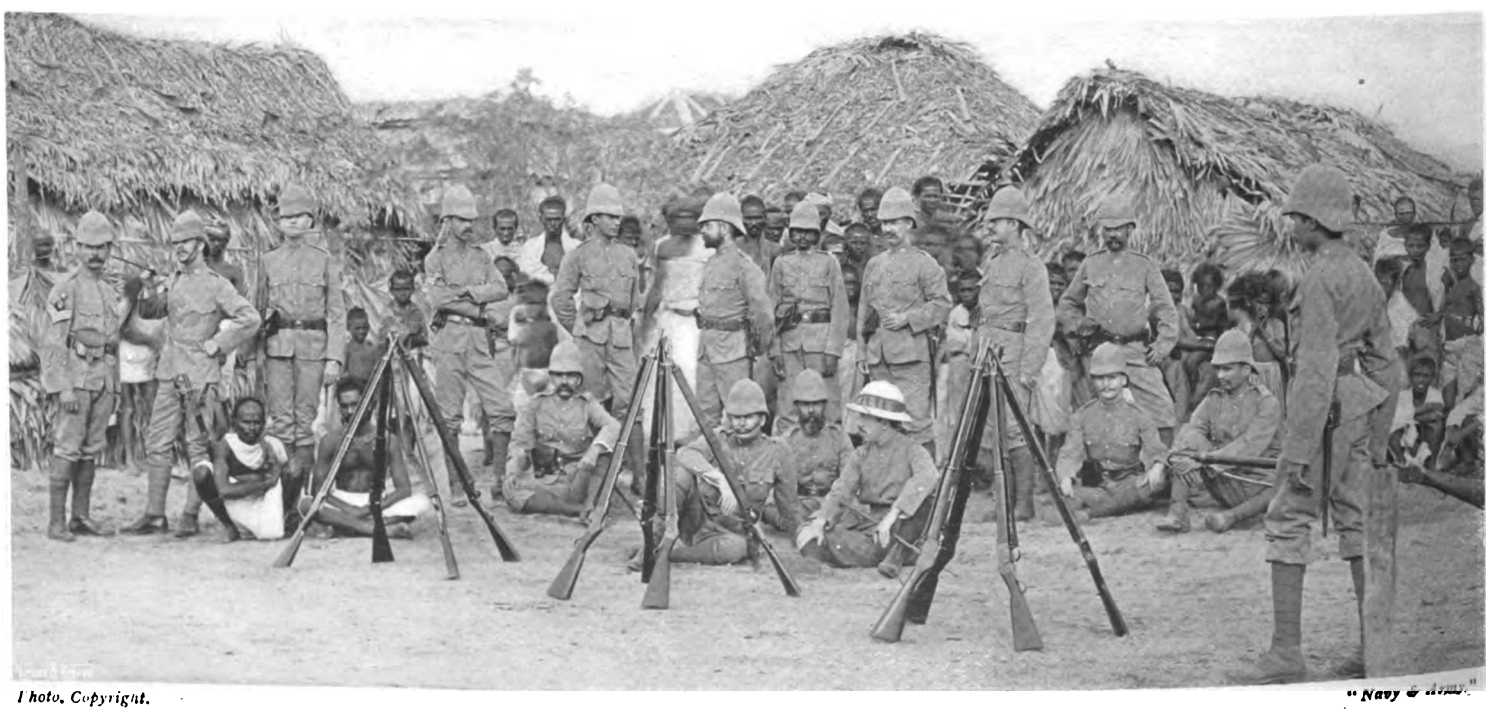
TRUE BRITISH BULLDOGS.

Officers, men, and pets of "B" Troop, Punjab Light Horse.

holding of which so much British blood has been spilled. The last picture in the infantry series has been chosen not so much on account of the prominence of the corps concerned, as because it is illustrative of the nature of much of the work which Indian Volunteers are likely to be called upon to perform, and because it makes clear one or two of the points already mentioned in this article. It will be seen that this detachment of the Southern Indian Railway Volunteer Corps is in occupation of a Madrassee village. The man in plain clothes is the local magistrate, and the Volunteers have been turned out to quell some serious rioting which has taken place in the vicinity. In fact, they are now in the act of overawing the district by a show of military strength against a recrudescence of lawless behaviour. Now this is a *rôle* which constantly falls to Volunteers in India. We may call to mind the Bombay Light Horse during the Plague Riots, the Calcutta Volunteers when the Calcutta bazaars were in a ferment in 1897, and the Behar Light Horse putting down the serious cow-killing disturbances between Mahomedans and Hindoos in Northern Bengal. Also, if the reader will scrutinise the illustration, he will see that several of the Volunteers show signs of native blood—are, in fact, half-breeds, or Eurasians, as they are called in India. This was a point which was brought out in the previous article.

We now turn to the more interesting subject of the war services of the Indian Volunteer Corps. As has already been mentioned, one or two of the corps claim Mutiny service, as although they were officially formed after the Mutiny, yet their nucleus was founded on the original cadres which had served as Volunteers in the Mutiny. *Bonâ-fide* active service was, however, seen by the Surma Valley Light Horse and one company of the Calcutta Volunteer Rifle Corps in the Manipur Campaign, 1889-90. Individuals and certain small units have also seen service in Burma and on the North-



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A GAME OF "HAPPY FAMILIES."

How the Indian Volunteer Rifles cure disaffection among natives.

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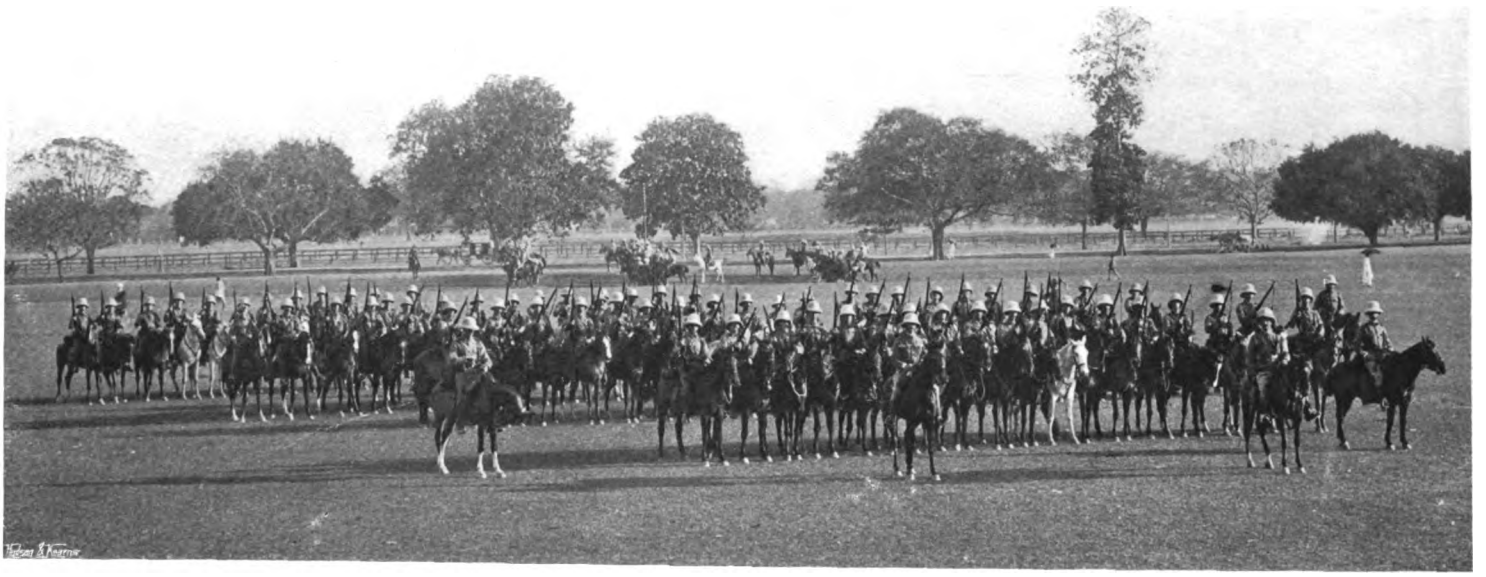


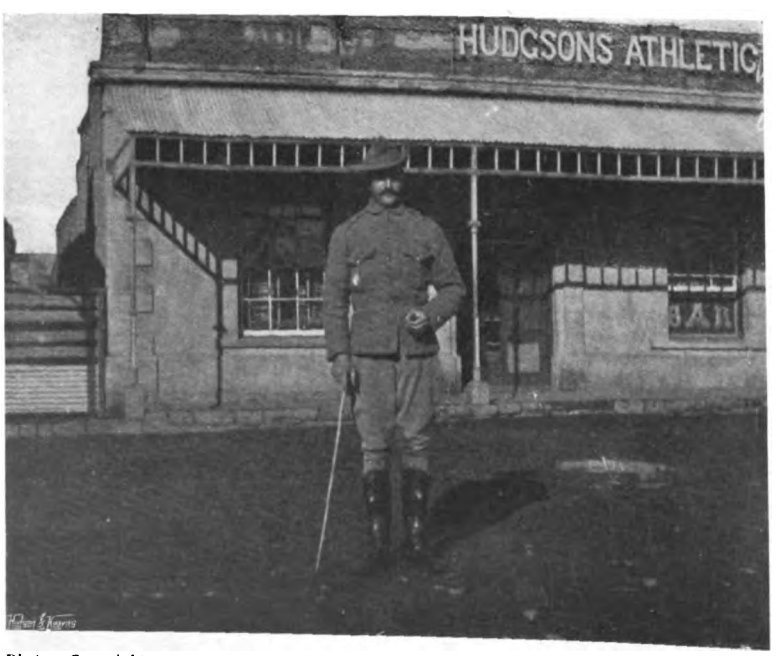
ANOTHER IMPERIAL YEOMANRY REGIMENT; INDIAN YEOMEN.

"A" Company, Lumsden's Horse, on parade at Calcutta.

West Frontier; but as a whole the Volunteers of India have not seen much active service. The reason for this is not difficult to find, as with a Regular Army so trained and prepared for war as that of India, there would be little call for Volunteers to give their services across the frontiers. The quelling of local disturbances is their *rôle*, and their main *raison d'être* is that if ever an extreme effort should deplete India of any considerable portion of its Regular garrison, a second line would be found in them capable of garrisoning the interior. When the conditions of our supremacy in India are realised, this is not an unimportant duty, as in the event of any European attack upon the Indian frontiers, the greatest danger with which we should have to contend would be internal disturbances, which, if not checked in the bud, might lead us into difficulties as distressing and serious as those of 1857.

Everyone knows the important part which the Indian military system has played with regard to the war in South Africa. How the timely arrival of the Indian troops practically saved Natal; how Indian workshops supplied clothes and boots for the troops; how Indian arsenals furnished reserves of ammunition; and how Indian officers have materially assisted Lord Roberts and Lord Kitchener in the final settlement of the war. And in their small way the Indian Volunteers have done their duty at the Imperial call. In those dark days which followed upon Magersfontein and Colenso, when the yeomen of the Empire were volunteering their manhood from West, North, and South, the East was not backward in supplying its quota. The Ceylon Volunteers tendered their services to the Imperial call, and their tender was accepted. Then Colonel Lumsden, a prominent tea planter, and an officer of the Assam Valley Light Horse, volunteered to raise 250 Mounted Riflemen for service in South Africa from among Volunteers in India. He could have raised 500, but only 250 were required. It then became a matter for selection. Indigo planters from Behar and Lower Bengal, tea planters from Assam, Darjeeling, and the Nepal frontiers, coffee planters from Kumaon and Coorg, came forward, as also bankers, civilians, and police officers. The result of the selection was a *corps d'élite* which in the intellectual excellence of its personnel has only been equalled by Roosevelt's Roughriders, Spragge's Irish Hunt Yeomanry, and perhaps the "Dandy Fifth." The leading Indian firms vied with each other in a patriotic effort to equip the officers and men free of cost, Native Princes put their hands royally into their pockets to defray incidental expenses, and with a stirring blessing from Lord Curzon, the Viceroy, the little regiment, with Colonel Lumsden in command, and with Captain Neville Taylor, 14th Bengal Lancers, as its adjutant, set sail for South Africa early in 1900. As Lumsden's Horse it joined Lord Roberts's army at Bloemfontein, and after inspection by the chief was attached for administrative purposes to Colonel Ross's Corps of Mounted Infantry, but was subsequently given the honourable post of advance-guard to the main advance. The corps was first blooded at the beginning of May. Dr. Conan Doyle, in his history of the war, has this reference to its action before Brandfort: "The small post under Lieutenant Crane found themselves, by some misunderstanding, isolated in the midst of the enemy. Refusing to hoist the flag of shame, they fought their way out, losing half their number, while of the other half it is said that there was not one who could not show bullet marks upon his clothes or person. The men of this corps, Volunteer Anglo-Indians, had abandoned the ease and luxury of Eastern life for the hard fare and rough fighting of this most trying campaign. In coming they had set the whole Empire an object-lesson in spirit, and now, in their first field, they set the Army an example of military virtue. The proud traditions of Outram's Volunteers have been upheld by the men of Lumsden's Horse." It is interesting to notice that this same Lieutenant Crane is shown in our illustrations as the driver of the Behar Light Horse Maxim gun.

The corps acquitted itself in the same spirit throughout the march up to Pretoria, where it was seriously engaged at Zand River, Vereeniging, and Six-Mile Spruit. Afterwards, it made many trying treks with Generals Mahon and Ian Hamilton, drawing from both officers eulogies for the soldier-like spirit displayed by all ranks. So much was Lord Roberts impressed by the work done by the corps in South Africa, that a very large number of direct commissions in the Army were awarded to members of the regiment. So that men who started as Volunteer privates from India are now to be found as officers in all branches of His Majesty's Service. The South African Constabulary has claimed quite a number. The only officer killed in action was Major Showers, an Assam tea planter, who up to his death had been one of the pillars of Volunteering in the Assam Valley.



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A GALLANT VOLUNTEER OFFICER.

Lieutenant Crane of Lumsden's Horse.

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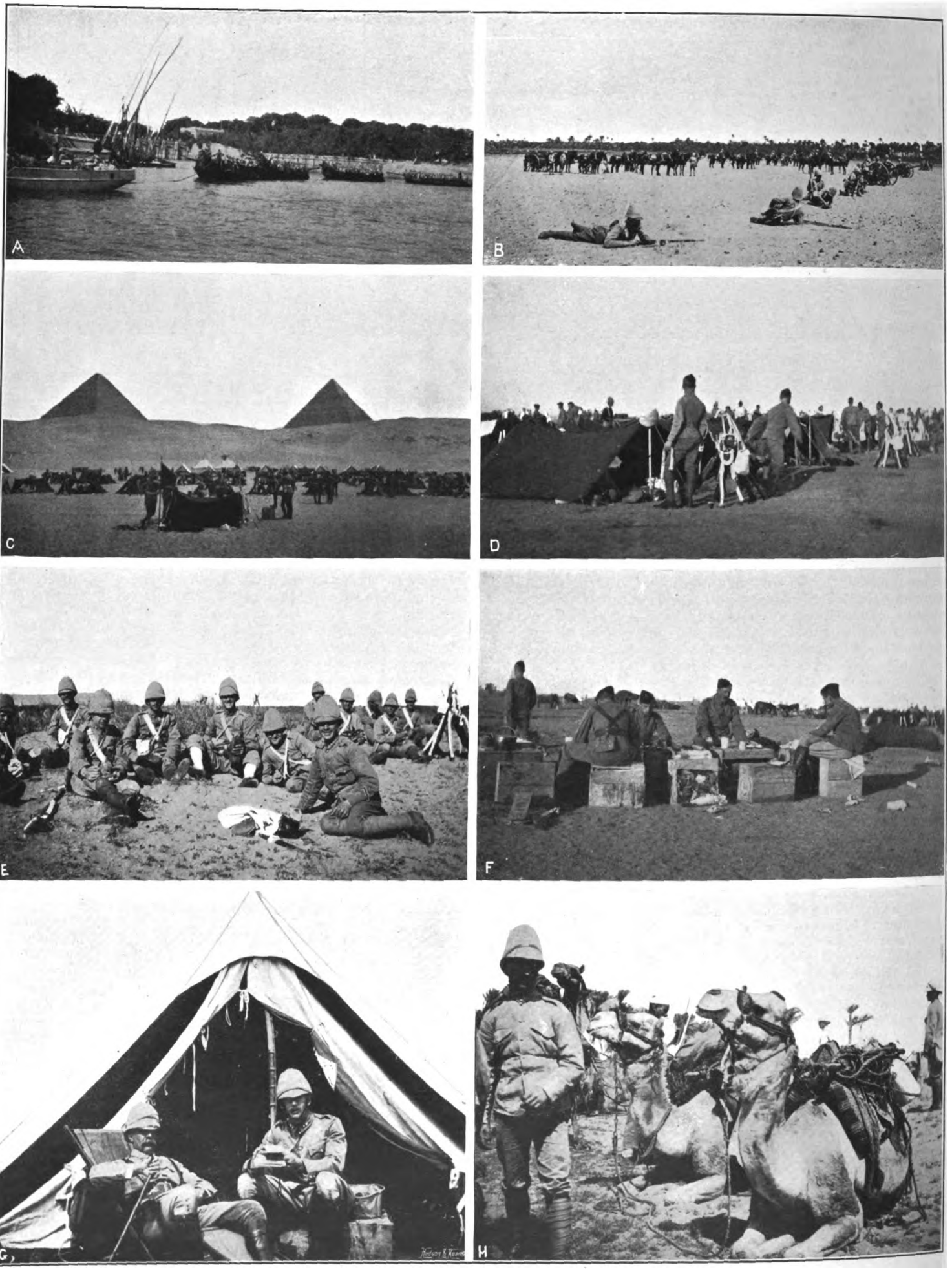
THE ARMY OF OCCUPATION IN EGYPT.

WITH THE 3RD BATTALION ROYAL FUSILIERS ON MANŒUVRES.



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A.—TRANSPORT ON THE NILE. B.—ESCORTING THE GUNS. C.—IN CAMP AT THE PYRAMIDS. D.—A BIVOUAC.
E.—AN INTERVAL DURING A FIGHT. F.—THE OFFICERS' MESS. G.—LIEUTENANT-COLONEL G. E. BRIGGS AND ADJUTANT CAPTAIN T. P. HANCOCK. H.—TRANSPORT CAMELS.

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DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

A TRUMPETER, SHERWOOD RANGERS.

IN the Western District generally, and in Plymouth in particular, much excitement has been recently manifested owing to half the officers of the headquarters companies of the 2nd (Prince of Wales's) Volunteer Battalion the Devonshire Regiment having resigned their commissions. There is no doubt that friction had existed for some time between the commanding officer, Lieutenant-Colonel P. S. Snell, and many of the officers of the battalion. Still, considerable surprise was felt when, some two months ago, no less than eleven officers resigned. That the resignations were the result of a concerted movement amongst those who felt aggrieved was made obvious by the fact that they were all tendered within a few hours of one another. After some delay, a first Court of Inquiry was held, under the presidency of Major-General Mackay-Heriot, and subsequently the War Office appointed a second Court of Inquiry to investigate the matter. For the purpose Colonel Lord Clifford of Chudleigh, A.D.C., the Brigadier of the Devon Volunteer Infantry Brigade, presided, and with him were Colonel E. S. Walcott, C.B., formerly of the Indian Army, and now commanding the 4th Volunteer Battalion Devonshire Regiment, and Lieutenant-Colonel Richards of the 1st (Exeter and South Devon) Volunteer Battalion Devonshire Regiment. During the proceedings, which were necessarily confidential, it is satisfactory to note that the spirit as well as the letter of the law of discipline was thoroughly well maintained by all concerned; indeed, Volunteer officers in no way personally implicated strictly refused to express opinion either in support of, or adversely to, the protesting officers. This is a point to which attention may rightly be directed, as lack of, or rather instability of, discipline has not unfrequently been put forth as the weakest link in the system of Volunteer organisation. There is little doubt that even still in many corps the discipline is, to say the least, decidedly slack; but latterly the whole of the Auxiliary Forces have been growing into much closer touch with the Regulars, and no greater advantage could possibly be derived from this than a strengthening of the bonds of discipline in the former. That a corps in which the members meet for duty only occasionally can have the same discipline enforced as is the case in a regiment of professional soldiers serving under the Army Act is impossible. At the same time much can be done, and the example afforded by the behaviour of the officers is one of the greatest influence.

The want of discipline on the part of Volunteers was, at any rate in the early days of the movement, most generally the result of ignorance. In the early sixties it is related that a company of a West Country corps was camping out. One night the commanding officer, in mufti, was going round to see that the sentries were on duty all right. When he came to the first sentry the latter did not salute; so, turning to the man, he asked him why he did not do so. "What for?" asked the sentry. "Who are you?" "Well," rejoined the former, "I am the commanding officer." "Oh! are you?" replied the sentry, slapping him on the back, "Then all I can say is that you have got a very good crib; mind you don't get drunk and lose it." This is probably an embellishment of what really occurred at the date mentioned, and could not possibly take place in any Volunteer battalion of the present day. Still, we may repeat that though friction in the regiment and the consequent wide resignation of officers must be regarded as unfortunate, it is an extremely satisfactory sign that in the case under consideration all concerned behaved so completely in accordance with the established rule. The Volunteer Force is short of officers, and such a heavy loss in a single battalion is decidedly unfortunate; and Lieutenant-Colonel Snell does not seem to have exercised the tact which causes the harmonious working of his immediate subordinates. At the same time, especially as local feeling is apt to flow far too freely in one direction, it should be observed that when Lieutenant-Colonel Snell took over the command the discipline and financial position of the battalion were both far from satisfactory. He at once made it his object to remove such obstacles to real efficiency, and it is greatly to his credit that he so completely succeeded. Unfortunate as has been the incident, it would have been a grave error had the commanding officer not received the support of the authorities.

When commenting a week or two ago upon the hardship to which many Volunteer corps were subjected by having to perform their drills with obsolete guns, allusion was made to an experiment being tried by the 1st Newcastle-on-Tyne Royal Garrison Artillery (Volunteers). The 1st Battery of the corps proceeded to the annual camp at Brownrigg, near Abbey Town, Cumberland, by road, their four guns and baggage being drawn by steam traction engines. When the camp was struck the Newcastle detachment returned in the same way, and on both occasions the trial proved eminently successful. The extraordinary skill displayed by the enemy in the recent war in South Africa, in moving heavy ordnance in a difficult country, must be still fresh in the minds of all. The use of steam traction engines for drawing guns possesses many advantages, though it may be assumed, on the other hand, that such machines could only be employed on moderately good roads. In fact, the scope of artillery thus moved would be limited by much the same conditions as infantry mounted on cycles. Nevertheless, it is gratifying to learn how easily and well the guns of the 1st Newcastle-on-Tyne Royal Garrison Artillery (Volunteers) were manœuvred by traction engines, and it is not improbable that other Volunteer Artillery will follow the example of the Northern corps. It may be here pertinently mentioned that although, as stated, the weapons of many Volunteer Artillery corps are very antiquated, those of the 1st Newcastle-on-Tyne are now the latest pattern 4·7-in. guns. All the batteries have naturally taken great pride in these up-to-date weapons, and made with them really excellent practice during the seven days they were in camp.

Although it has usually been imagined that a high standard of horsemanship is exacted in every mounted branch of the Service, the casual conversation of some members of the Yeomanry has quite recently led the thinking man to fear that this is not invariably the case. If insufficient training is the reason, it is of extreme importance that arrangements should be immediately made where they are lacking in order to enable stricter measures to be enforced. Not long ago a Yeomanry non-commissioned officer, who is very keen on this subject, justly defined a good rider as not merely the man who sits on a horse's back without falling off, but the man who can keep his seat for at least an hour over all kinds of obstacles, and manage his horse without losing faith or confidence in himself. Now there are plenty of such men amongst those to whom happily the stable door was open as soon as, if not before, that of the schoolroom. But the recent rapid recruiting for the force has let into the ranks many recruits excellent in all other respects, but who have rarely crossed a horse in their lives. For them, undoubtedly, much riding drill is absolutely necessary, and they should, if possible, obtain their instruction from a military riding master, and at one of the Government riding schools. The military mode of teaching riding is totally different from the ordinary private school method. At the military riding school strict discipline is enforced, as the riding master takes in the course of the day regulars, cadets, and yeomanry, one and all undergoing the same lesson. In passing adverse criticism on the equitation of a portion, smaller perhaps than might be expected, of the force, the statement of Captain Abraham, who served with the Imperial Yeomanry in South Africa, should not be forgotten. Speaking of the Yeomanry at the front, he said that though the riding in the force was not universally of a high standard, it was sufficiently good for all that proved necessary.

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The utility of the cycle for military purposes is universally recognised. Last August, it will be remembered, the concentration of large bodies of Volunteers at Aldershot was utilised by working together large detachments of cyclist infantry, in order to ascertain what has been not unhappily described as their technical idiosyncrasies. To a great extent, of course, there is a similarity between mounted and cyclist infantry, though the scope of the latter is far the more limited as regards the ground over which it can work. Still, they are both infantry proper, but adopt different methods of conveyance for greater rapidity of movement. For a good many years the potentialities of infantry mounted on horses have been known, but the possibilities of cycle infantry are even yet somewhat problematic, in spite of the exhaustive experiments last autumn. It is to be hoped that the opportunity of further trial may be afforded this year; indeed, a future experiment, adjusted to the knowledge gained from the previous test, should prove additionally valuable. But that cyclist infantry possesses at least one extremely advantageous feature needs no demonstration—that is the facility with which it can comply with the military axiom, "Disperse to march, concentrate to fight."

VOLUNTEER ARTILLERY.

THE 1st Gloucestershire Volunteer Royal Garrison Artillery is a corps of very old standing, having been first established as far back as 1860. It was amalgamated in 1879 with three other corps, viz., the 2nd and 3rd Gloucestershire and the 2nd Somersetshire, which increased its establishment to nine companies. At the present time, however, the establishment amounts to thirteen companies. If the event which has been so frequently discussed of late by both English and foreign military critics, namely, a raid on British ports, were ever to come to pass, this corps would be found mobilised and assisting in the defence and protection of Plymouth and its environs, in which case it would doubtless give a very good account of itself. In our picture the regiment is seen marching down, with the drums playing, from one of the forts of the Plymouth land defences, and in the distance will be noticed the breakwater and anchorage, with a cruiser, which are such well-known features of Plymouth Sound. Our Volunteer Artillery has the reputation of being a very smart unit of our home forces. Unfortunately, however, a number of these corps are still armed with obsolete muzzle-loading guns, which would, of course, be practically useless against a force that was armed with the latest pattern.

It stands to reason that for active service we could scarcely expect to see such good results from these old weapons as from newer guns. Of course it may be that these corps would, in the event of war breaking out with some European Power, immediately be armed with the latest guns, but then would arise the question, would they be as expert in the use of these weapons as they were with the old ones? It stands to reason that if the men have been used to firing with one pattern of gun, and suddenly have a different one thrust upon them, they must have a certain amount of time given them before they can become masters of the new weapon. However, we may depend upon it that they would prove themselves worthy of any trust that was put in them, and would fight their guns, whatever pattern they might consist of, with that stubbornness and disregard of danger that are so characteristic of the British Artilleryman, and, indeed, the British Army as a whole.

The chief characteristics of modern guns are range and mobility. Whereas masses of artillery, during the last century, could move but slowly, and were not thought very favourably of by most generals, who preferred to depend upon the endurance and courage of the men under them, it is now possible to move from one position to another with great rapidity, and artillery is at the present day one of the chief and most important features of an Army Corps. It was seen during the Boer War that horse artillery could gallop forward and make position after position untenable, and then when the enemy was put to rout, could climb a hill commanding his line of retreat, from which shells could be poured into the retreating, and may be disorganised, mass, until they got out of range. Anyone who has seen the Royal Horse Artillery at full gallop cannot have failed to be impressed by the sight. They tear along at a fearful pace, but as soon as the order "About wheel" is issued they are round, the limber is taken off, and the guns are in action before there is time to say "Jack Robinson," or anything else for the matter of that.

We had a very good demonstration recently in South Africa of the value of long-range guns at the siege of Ladysmith. If it had not been for the Tars with their 4·7-in. guns, which arrived in the town just in the nick of time, Ladysmith would most probably have been forced to capitulate. But as it was, our long-range Naval guns saved the situation by keeping the Boers at a distance.

Here too we have a proof that efficiency of the gunners goes far towards increasing the value of artillery, for as most of our readers will remember, the seamen in charge of these guns again and again dismounted the Boer pieces mounted on the heights surrounding the town.

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LEAVING CAMP.

The 1st Gloucestershire Royal Garrison Artillery (Volunteers) on the march.

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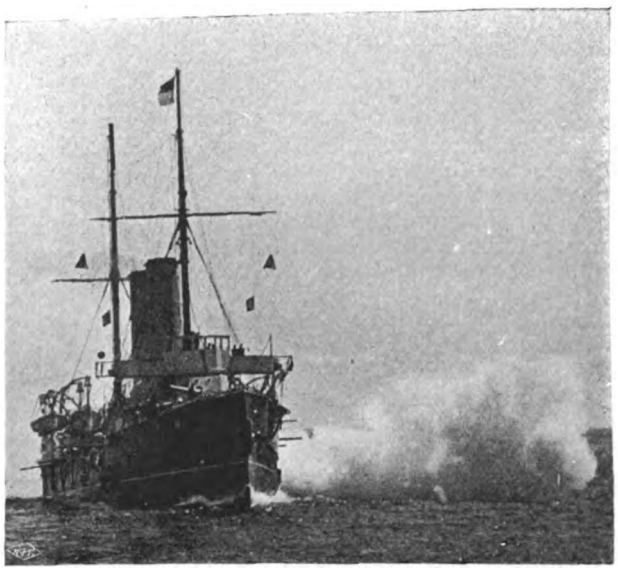
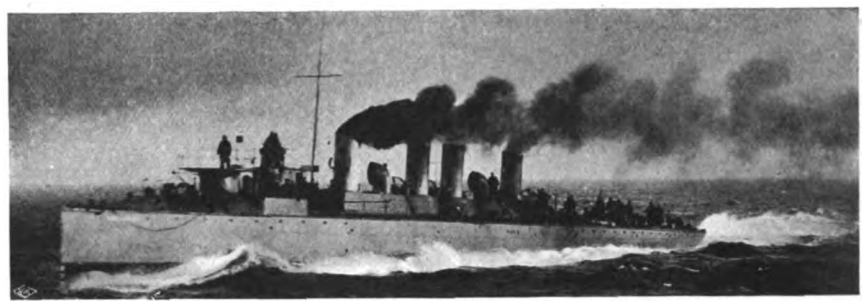
THE SEA-POWER OF THE NATIONS.

A RECORD OF POLICY AND PROGRESS FROM WEEK TO WEEK.

By JOHN LEYLAND.



FIRING A SALUTE.



AT THIRTY KNOTS.

THE Japanese Navy, which has now a very special interest for Englishmen, has appeared to many in the light of a phenomenon. The Japanese themselves have been seamen for ages, it is true, but no one a quarter of a century ago could have anticipated that the wonderful spread of Western civilisation among them would give them such a Navy as they now possess. And yet, if the position of the Japanese islands be considered, it will be noticed that they hold upon the borders of the Pacific a position almost exactly analogous to that which the British islands occupy upon the Atlantic margin. Japan had far-seeing statesmen, who were not slow to perceive that the secret of British power rested upon national security, and the ability to maintain territorial independence by keeping command of the sea, enabling us to pursue the path of internal development, and even more upon the safety of external communications, whereby we have established and maintained our influence and dominion abroad. Where Japanese policy differed from our own was in organising an Army upon the basis of compulsory service—an Army trained and made as efficient as any other in the world. In the matter of Naval policy, the line pursued by Great Britain was adopted, and in the nascent condition of Japanese industries resort was had to the well-equipped efficiency of British ship-building yards. Almost all the finest Japanese ships have been built in England, but most properly Japan is making preparations which at some future time will enable her to undertake large ship-building work in her own national establishments. Already second-class cruisers like the "Niitaka" and "Tsushima" can be built at Yokosuka and Kure, and torpedo craft at the same places, and at Nagasaki, Kobe, and Sassebo. Yokosuka has a magnificent dry dock, in which our own "Victorious" and the American "Kentucky" have been received for under-water cleansing and inspection.

In view of the fact that the Japanese ship-building programme of 1896-97 has been practically completed, and that every indication goes to show that another scheme is being prepared, the present seems a suitable occasion to survey what has already been accomplished. At the conclusion of the war with China, Japan found herself in possession of forty-three vessels considered serviceable, exclusive of twenty-six torpedo-boats. Of these, ten, with an aggregate displacement of 15,000 tons, had been captured from the Chinese. Japan went into the war with but a single armoured vessel, the cruiser "Chiyoda," built at Clydebank in 1889, but she had already determined to acquire two first-class battle-ships. The "Fuji" and "Yashima" (in many ways analogous to the "Majestic") were in hand on the Thames and the Tyne, and two third-class cruisers and a despatch vessel were also on the stocks. The new programmes mapped out proposed to double the fleet in aggregate displacement, and to improve its quality immeasurably. Ten years was the time assigned for the consummation of the scheme (1896-1906), divided, for financial reasons, into two quinquennial periods, but the principal incidence of expenditure fell upon the years 1897-1901, and in the second quinquennium the money was to be devoted mainly to the work of completion and minor ship-building. The total outlay was to be 192,975,473 yen upon construction and armament, and 20,328,936 yen upon buildings, torpedoes, and administration, and it will illustrate the unequal distribution of the burden if I say that the outlay in the first period was to be 184,600,000 yen. As a matter of fact the programme in its main essentials is already an accomplished work, and the time is ripe for the introduction of another scheme, which is undoubtedly in contemplation.

The main feature of the programme of 1897-98 was the addition to the fleet of four battle-ships and six first-class armoured cruisers. All the battle-ships have been built in England—the "Shikishima" at the Thames Ironworks, the "Asahi" at Clydebank, the "Hatsuse" at Elswick, and the "Mikasa" by Messrs. Vickers at Barrow. The last-named is of a special type, but all the vessels carry, upon a displacement approximating 15,000 tons, four 12-in. guns, fourteen 6-in. quick-firing guns, twenty 12-pounder quick-firers, and some smaller pieces, being a considerable increase as compared with the armament of the "Fuji" and "Yashima," and they have complete armour belts, while their predecessors have side armour only between the turrets. The most interesting feature of the "Mikasa," in which she differs from the others, is the disposition of the armour, and at the date of her construction it was unique. Instead of applying the scattered casemate system, whereby projectiles may find their way into the interior of a ship and considerable damage result to the comparatively unprotected rear of the casemates, these gun defences are all within the central battery, there being no unprotected space between them. There is thus complete isolation for each of the 6-in. guns, along with the provision of a continuous armour-plated side for the full depth of the ship, throughout a great part of her length, ensuring an armoured reserve of buoyancy and stability. This method of protection marks a considerable advance. Something like it exists in the new American ships, and Mr. Arnold Forster, in describing our own new vessels in the House of Commons in July last year, said that the separate casemate system would be abandoned, and the plan employed in the "Mikasa" be adopted. It deserves to be noticed that the Japanese ship, with her triple expansion engines and Belleville boilers, steamed at 18·6 knots on her trials, the record of any British battle-ship of corresponding size being exceeded. She carries 1,520 tons of coal, and has a range of about 10,000 miles at 10 knots. The vessel, moreover, is fitted as a flag-ship, to receive an admiral and seventy officers, and has a full complement of 935 all told.

Let us turn now to the six armoured cruisers of the new programme, all of them magnificent vessels, approximating 9,750 tons, and all steaming at from 20 to 22 knots. The "Asama," which came to honour the Coronation Review, flying the flag of Admiral Ijuien, and the "Idzumo," "Iwate," and "Tokiwa," have been built at Elswick, while the other two have been entrusted to foreign yards—the "Azuma" to St. Nazaire and the "Yakumo" to Stettin. It is not the purpose to describe them here, because their characteristics are well known, and also because next week some considerations may be offered in regard to the design and character of modern battle-ships and cruisers. Let it then suffice to say that these vessels carry four 8-in. guns, fourteen 6-in. (two of them, only twelve of this calibre), twelve 12-pounder, and some smaller, the general distribution of guns being as in battle-ships.

The Japanese programme also included several second-class protected cruisers—three was the number intended—and the "Takasago" has been built at Elswick, the "Chitose" at San Francisco, and the "Kasagi" at Philadelphia, while more recently the "Niitaka" and "Tsushima," somewhat smaller, have been put in hand in Japan. There are also some torpedo gun-boats. In regard to destroyers the programme has been exceeded, and twenty of them are built or building, as well as many torpedo-boats; but a torpedo depôt ship of 6,750 tons, which was in the scheme, appears to have been abandoned.

A force therefore to be reckoned with is the Japanese fleet. In numbers it may be accounted equal to that of Italy, in quality far superior, for no completed ships in the

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The utility of the cycle for military purposes is universally recognised. Last August, it will be remembered, the concentration of large bodies of Volunteers at Aldershot was utilised by working together large detachments of cyclist infantry, in order to ascertain what has been not unhappily described as their technical idiosyncrasies. To a great extent, of course, there is a similarity between mounted and cyclist infantry, though the scope of the latter is far the more limited as regards the ground over which it can work. Still, they are both infantry proper, but adopt different methods of conveyance for greater rapidity of movement. For a good many years the potentialities of infantry mounted on horses have been known, but the possibilities of cycle infantry are even yet somewhat problematic, in spite of the exhaustive experiments last autumn. It is to be hoped that the opportunity of further trial may be afforded this year; indeed, a future experiment, adjusted to the knowledge gained from the previous test, should prove additionally valuable. But that cyclist infantry possesses at least one extremely advantageous feature needs no demonstration—that is the facility with which it can comply with the military axiom, "Disperse to march, concentrate to fight."

VOLUNTEER ARTILLERY.

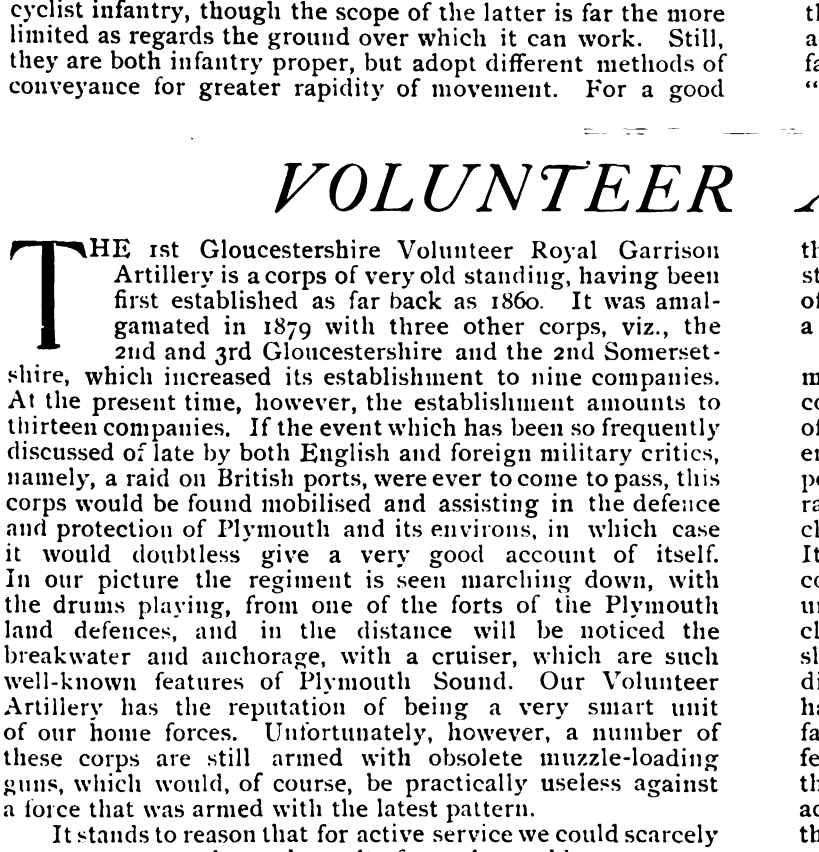
THE 1st Gloucestershire Volunteer Royal Garrison Artillery is a corps of very old standing, having been first established as far back as 1860. It was amalgamated in 1879 with three other corps, viz., the 2nd and 3rd Gloucestershire and the 2nd Somersetshire, which increased its establishment to nine companies. At the present time, however, the establishment amounts to thirteen companies. If the event which has been so frequently discussed of late by both English and foreign military critics, namely, a raid on British ports, were ever to come to pass, this corps would be found mobilised and assisting in the defence and protection of Plymouth and its environs, in which case it would doubtless give a very good account of itself. In our picture the regiment is seen marching down, with the drums playing, from one of the forts of the Plymouth land defences, and in the distance will be noticed the breakwater and anchorage, with a cruiser, which are such well-known features of Plymouth Sound. Our Volunteer Artillery has the reputation of being a very smart unit of our home forces. Unfortunately, however, a number of these corps are still armed with obsolete muzzle-loading guns, which would, of course, be practically useless against a force that was armed with the latest pattern.

It stands to reason that for active service we could scarcely expect to see such good results from these old weapons as from newer guns. Of course it may be that these corps would, in the event of war breaking out with some European Power, immediately be armed with the latest guns, but then would arise the question, would they be as expert in the use of these weapons as they were with the old ones? It stands to reason that if the men have been used to firing with one pattern of gun, and suddenly have a different one thrust upon them, they must have a certain amount of time given them before they can become masters of the new weapon. However, we may depend upon it that they would prove themselves worthy of any trust that was put in them, and would fight their guns, whatever pattern they might consist of, with that stubbornness and disregard of danger that are so characteristic of the British Artilleryman, and, indeed, the British Army as a whole.

The chief characteristics of modern guns are range and mobility. Whereas masses of artillery, during the last century, could move but slowly, and were not thought very favourably of by most generals, who preferred to depend upon the endurance and courage of the men under them, it is now possible to move from one position to another with great rapidity, and artillery is at the present day one of the chief and most important features of an Army. It was seen during the Boer War that horse could gallop forward and make position after untenable, and then when the enemy was put to climb a hill commanding his line of retreat, shells could be poured into the retreating, disorganised, mass, until they got out of range. has seen the Royal Horse Artillery at full gall failed to be impressed by the sight. They fearful pace, but as soon as the order "Abou they are round, the limber is taken off, a action before there is time to say "Jack thing else for the matter of that.

We had a very good demonstra Africa of the value of long-range Ladysmith. If it had not been 4·7-in. guns, which arrived in the time, Ladysmith would most proba capitulate. But as it was, our lo the situation by keeping the Boe

Here too we have a proof goes far towards increasin most of our readers will re these guns again and mounted on the heights



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The 1st Gloucestershi

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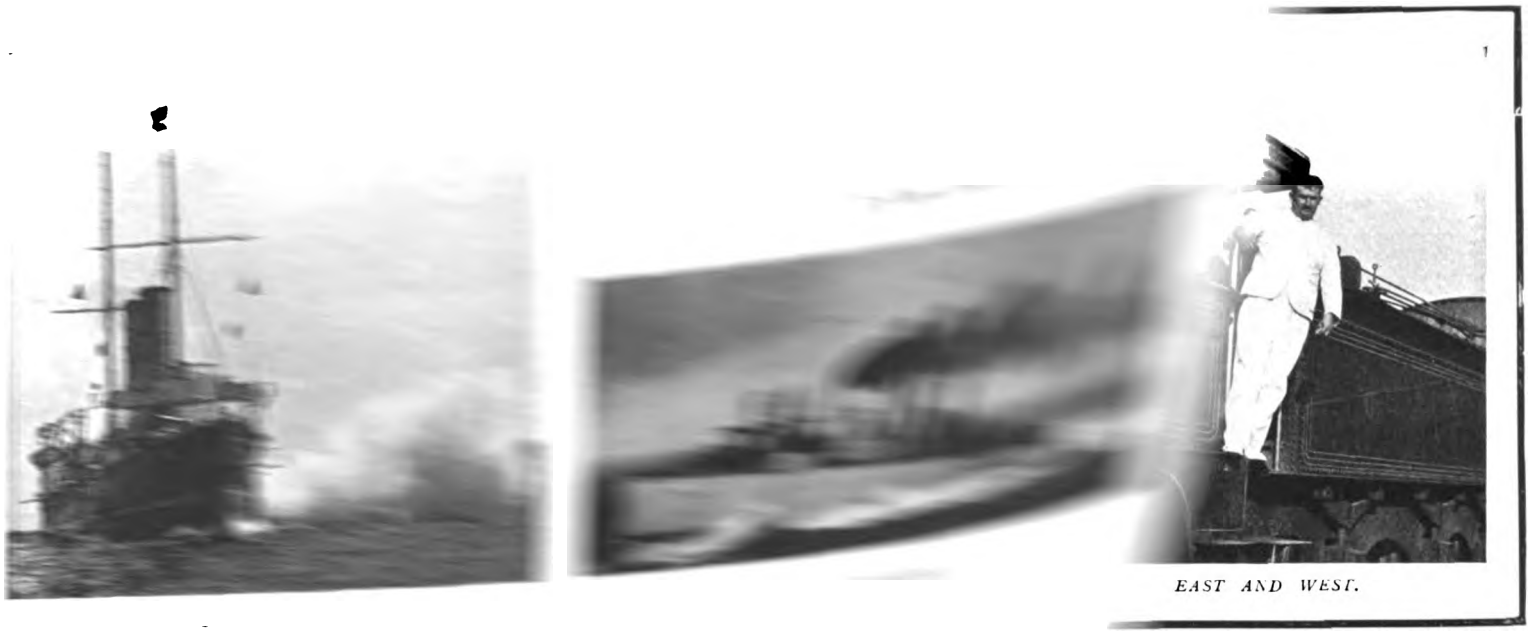

EAST AND WEST.

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... raising a Camel Corps in Sind, and ... worth serious consideration. Camel ... been known in India for a very long ... been used as orderlies and messengers, ...nir country, the riding camels of which ... The sowari camel is a very different animal ... variety, and, when you get used to it, the ... is fairly even and pleasant, and forty miles ...ccomplished. I *have* ridden a short distance ... camel; but I have no wish to repeat the ... Reverting to the proposed formation of a Sind ... I suppose this would be formed on the Egyptian ...hould be useful in Baluchistan, where from time ...may still have a certain amount of active work to ...remember rightly, there was at one time a sort of ...ps in Baluchistan composed of "catchemalivos," as ...litia are sometimes called for entomo—not etymo— ...easons. Mekran, too, is said to be one of the few ... left in which camel-breeding might be maintained ...arge scale. So there may be a notable and useful ... to a project as yet in its infancy, but easily capable of ...development.

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world can excel the battle-ships and armoured cruisers of Japan. It was anticipated in some quarters that the strain involved by this rapid expansion, combined with a large outlay upon the Army, might exhaust the resources of the country; but there is now visible an elastic quality in its finances which has made the burden easy to bear, and which promises a greater future. Certainly there will be no relaxation of effort. Japanese statesmen realise too plainly the vital importance of sea-power to make it possible for our excellent ally to recede. Her officers possess scientific attainments not surpassed, and qualities of courage, endurance, and resource which have stood the test of war. Those who have seen the crews of Japanese ships know that there is no finer material in the world. The establishments ashore, though yet incomplete, are admirable in efficiency, and the training establishments have won the admiration of all who are acquainted with them. Admiral Fitzgerald, describing the work at the Yokosuka Arsenal, said of the docking of the "Victorious" that he never saw a similar operation more quickly, more quietly, nor more methodically performed in any British dockyard. That establishment is being enlarged for the construction of cruisers of the largest class, and battle-ships may yet be built there. The question of establishing an armour-plate factory is forcing itself forward, for while Japan has to trust to Europe for her supply it may not be worth while to construct large armoured vessels in the national yards. Here is a difficulty, perhaps, but, with energy and resource, the Japanese will yet overcome it, we may be sure, and meanwhile in England they will purchase war-ships as efficient as those possessed by any other Power.

TURTLE-CATCHER AND GARDENER.

THE two illustrations on this page show us what a handy-man Jack really is, for here he is depicted as turtle-catcher and gardener. The turtle incident is a familiar feature of life on that most solitary of solitary islands, Ascension, for the latter is a favourite resort of the female sea-turtle (no males are ever seen), which come in thousands to lay their eggs in the hot sand, and men are forbidden to capture the turtles until after they have deposited their eggs. In 1900 some 200 huge "flappers," from 308-lb. to 728-lb. in weight, were caught. The turtle of Ascension is a giant compared to the little turtle of the West Indies, but the latter is the most delicate for table use, and is the favourite in the London market, the green turtle of Ascension being not only less delicate in flavour, but more delicate in constitution, which renders it very difficult to convey him to England alive. In the old days, we are told, the flappers used to be marked on the belly shell with the name of the distinguished individual for whom each was intended, and during the voyage home so many sailors were deputed to look after them, which practice occasioned strange conversations like the following: "Please, sir, the Duke of Wellington died last night; but the Lord Chancellor looks pretty lively." The turtles which Jack is shipping in this particular instance are intended for the Lords of the Admiralty, for Ascension belongs, "lock, stock, and barrel," to "My Lords," without whose permission none may land there. In fact, its government is so unique that we must dilate upon this subject and the island generally. Ascension is situated nearly in the middle of the South Atlantic, 685 miles north-west of St. Helena, and, like the latter, it is of volcanic origin, being one of the peaks of a submarine ridge which separates the north and south basins of the Atlantic. Although not the slightest trace of volcanic action has been recorded since it was discovered by a Portuguese navigator named Juan de Nova, on Ascension Day, 1501, there have been many marine disturbances in the open sea not far off, so, perhaps, the island will get more land eventually. Now, it is seven and a-half miles long by six miles broad, and takes the form of an equilateral triangle. Ascension was never occupied until we took possession of it in 1815 as an outpost of Napoleon's prison. Of late years, however, its strategical importance has been recognised, for lying as it does directly in the track of our mercantile highway to the Cape and the East, the island in the hands of an enemy might inflict great injury to our commerce. Hence it is that Ascension has long been used as a coaling, victualling, and store depôt for His Majesty's ships on the West African station, while quite recently it has been strongly fortified. The population consists entirely of officers, seamen, and marines, with their wives and families, and a quota of Kroomen—450 souls all told. The discipline of a man-of-war is maintained on the island; everything is the property of the Government, and everybody is rationed from the Royal Naval Canteen. Service here does not mean half-pay to the Naval officer, but counts as active service afloat. There is an excellent sanatorium up Green Mountain (2,820-ft.) for crews of ships visiting the island, and for those of the Empire's servants who have drunk in the blood poison of the West African swamps, for the climate of Ascension is dry and healthy, even though the island is but a conglomeration of "dust, sunshine, and cinders, and low, yellow houses frizzling in them all." Our men-o'-war are in constant communication with Ascension for victualling purposes, and the store ship calling at the island on her return brings back a few turtles for the use of the Admiralty. The remaining turtles captured are stored in ponds, and eventually killed and distributed among the little community. Our second illustration shows Jack engaged in gardening on the inhospitable shores of Whale Island in Portsmouth Harbour, around which island—if it ought really to be termed such, a mud-bank being the more fitting appellation—lie the gunnery ships. It seems highly probable that none except the "Handy-man" would get anything to grow and flourish there.

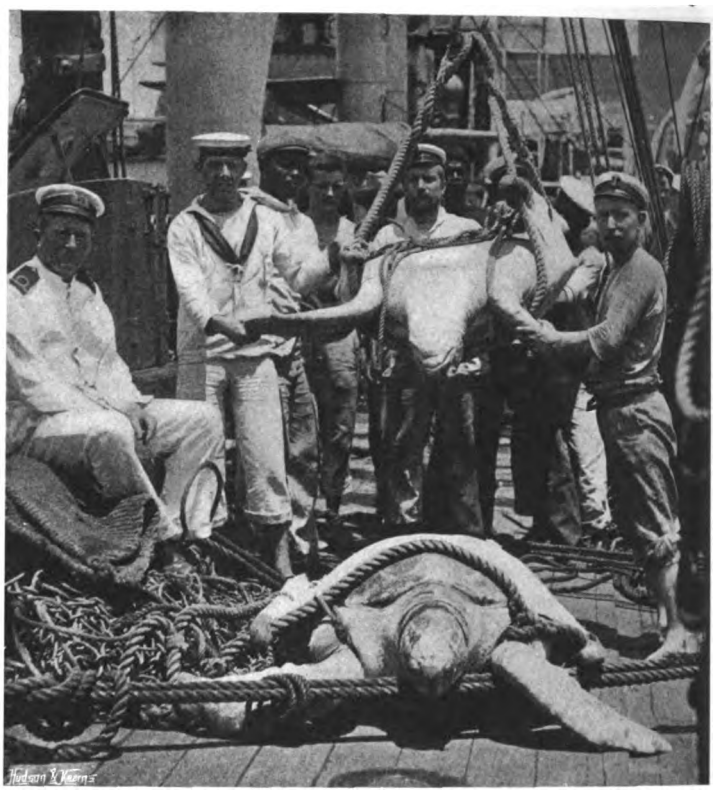

Photo. Copyright. *Weber.*

SHIPPING TURTLES AT ASCENSION.

A perquisite of the Admiralty.

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MAKING AN ARSENAL EDEN.

Jack gardening at Whale Island.

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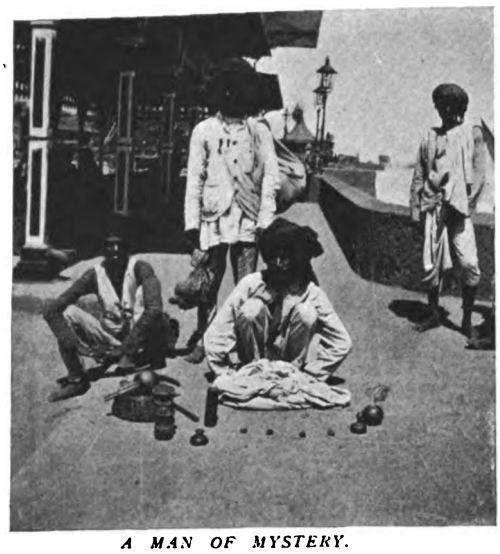

A MAN OF MYSTERY.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

EAST AND WEST.

DETAILS have recently been received of the damage caused by the cyclones in Sind, where, within four weeks, there occurred two tremendous storms, causing an infinity of loss and destruction. It is curious that disasters of this sort, in which many thousands of British subjects are painfully interested, provoke little or no attention in the home Press, while storms of no greater importance which have occurred in America are most faithfully chronicled, and sometimes described in detail. As a matter of fact the Indian variety of cyclone is, even in a spectacular sense, quite as impressive as all but the fiercest sort of American storm-burst, and smashes up railways and knocks about shipping with a vigorous impartiality which is very startling to those unused to these disturbances. The frail nature of native architecture, too, causes the average Indian cyclone to leave in its track an immense amount of damage in the way of stores, while numbers of poor wretches are generally crushed by falling walls.

I was only once in a cyclone, and as, at the time, I was only four years old, and have accumulated a good many years since, I have a very vague recollection of the proceedings. But one incident still stands out in my memory, which, trivial as it is, may serve as an illustration of the occasional mercifulness of Indian cyclones in their most savage moods. For this was a very bad cyclone, indeed, which took place at Calcutta, and played considerable havoc in that city of palaces and bad smells. We lived in a house at Garden Reach, with some big go-downs attached to it, in which part of my father's large library was temporarily shelved. I was the proprietor of a tame rabbit which went about much as it pleased, and on the morning after the cyclone it was clearly understood that this rabbit had been overwhelmed, together with hundreds of other living creatures, including not a few human beings. Yet on looking out into the compound the first thing I saw—and I can see it quite plainly in my mind's eye to-day—was that rabbit running about on the path leading to the entrance, and nibbling at the herbage freshened by the torrential rain. It transpired that it had sought refuge in the go-down, and as that gradually became flooded bunny had jumped from shelf to shelf until the storm stopped, when he was discovered by the servants and released. I daresay that at the time I did not think very seriously of a cyclone which even a rabbit could "weather" with such apparent ease and comfort, although probably that same storm had caused many a lusty tiger in the neighbouring Sunderbunds a heap of trouble, even if it had not hurried them to sudden death.

Talking of the weather, which in June and July is always a most serious topic in India, the arrival of the monsoon and the consequent commencement of the rainy season form a very strongly marked feature in the Indian calendar. The days have become unspeakably oppressive and sultry, when quite suddenly the sky begins to get first clouded and then positively threatening, and often thunder and lightning precede the first welcome downpour. Of course it takes no one by surprise, at any rate up country, for electricity travels very much faster than the monsoon current, and one always learns by telegram when the rains have begun to fall at Bombay, and is then able to make calculations. And oh! the relief which the rain brings to the parched European, the coolness and the swiftly-increasing verdancy of the compounds, which almost as by magic begin to show sprouting grass and quickening twigs instead of bare sticks and hard-baked earth. After a while one gets tired of seeing pelting rain for three days on end, and finding one's boots thickly coated with mildew, but the first joy of the rains in India is something to be remembered.

They are talking of raising a Camel Corps in Sind, and the idea is certainly worth serious consideration. Camel sowars have, of course, been known in India for a very long time, but have chiefly been used as orderlies and messengers, especially in the Bikanir country, the riding camels of which are quite famous. The sowari camel is a very different animal from the transport variety, and, when you get used to it, the motion, I believe, is fairly even and pleasant, and forty miles a day are easily accomplished. I *have* ridden a short distance on a transport camel; but I have no wish to repeat the experiment. Reverting to the proposed formation of a Sind Camel Corps, I suppose this would be formed on the Egyptian model, and should be useful in Baluchistan, where from time to time we may still have a certain amount of active work to do. If I remember rightly, there was at one time a sort of camel corps in Baluchistan composed of "catchemalivos," as tribal Militia are sometimes called for entomo—not etymo—logical reasons. Mekran, too, is said to be one of the few districts left in which camel-breeding might be maintained on a large scale. So there may be a notable and useful future to a project as yet in its infancy, but easily capable of large development.

It is interesting to record simultaneously the fact that a few weeks ago electric traction was introduced into Calcutta, and the intention to set a traction engine working on the Peshawar frontier so soon as the strength of the bridges and culverts on the roads on which the engine will travel has been determined. So long as the fares are cheap the electric cars in Calcutta are sure to be popular, but the traction engine is pretty certain to be viewed with marked disfavour by the frontier tribesmen, and it is quite possible that the driver will receive a good deal of unwelcome attention from occasional fanatics. The precaution in regard to testing the bridges and culverts is a very necessary one, and is, incidentally, a reminder of the excellent sense shown by an elephant in making his own investigations into such matters. An elephant will seldom, if ever, cross a bridge without first testing its stability, usually with his trunk, and if he has made up his mind that the structure is not safe nothing will induce him to risk his fairy form upon it. His judgment may not be faultless, but I fancy he invariably errs on the side of safety. I once had to pass a number of elephants over a river across which there had been constructed a strong bridge of boats quite capable of bearing the biggest elephant. Very nearly the biggest in Asia happened to be then in my charge, and this particular monster tested the bridge and went over without any fuss, and so did forty-five others out of forty-eight. But three would not take on the bridge at any price, and had to be swum over, one of them getting so angry at being asked to walk where bigger elephants than he had gone over quite happily that he rushed violently into the water and tried to drown his mahout. But undoubtedly this excess of caution is a useful feature, as it would be a fearful nuisance on a march to have to test all the bridges or to run the risk of smashing the latter and breaking up an elephant and all that he happened to be carrying.

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Indian corps to a mixture of frank criticism and kindly encouragement that have been much appreciated. Recently there was an interesting amalgamation of Regular and Volunteer annual athletic sports at Simla, and this successful attempt to promote *camaraderie* was warmly welcomed by the Commander-in-Chief and the Inspector-General, who both attended the function and made interesting speeches. Sir Power Palmer emphasised the importance of discipline by a reference to the disaster to Lord Methuen's force, and pointed out how much simpler a job it is to tackle an enemy who only offers a passive resistance than it is to behave well in a tight place when the same enemy is attacking. It is in reiterating the possibility of "tight places" that a Commander-in-Chief in India does the greatest possible service to Indian Volunteering, for it is, of course, in the defence of small isolated communities that the Indian Volunteer is most likely to demonstrate the utility of citizen soldiering. There should not be, says Sir Power Palmer, a single white man in India who cannot handle a rifle and shoot straight at close quarters. And this is a doctrine which we may be very sure will be strongly upheld by Lord Kitchener when he takes over the Chiefship from his strong and sensible predecessor.

TWO INDIAN PRINCES.

THE Sirmur Sappers have done excellent work for the Crown in India. In the late Tirah Campaign, where they were commanded by the young major whose portrait we give, they did very excellent work, and were more than once commended by the late Sir William Lockhart, who admired not only the spirit and training of the men, but also the devotion to Imperial duties of their commander. Major Bir Bekram Singh, C.I.E., is the second son of the present Raja of Sirmur, Sir Shamsher Prakash, K.C.S.I., a chief who receives a salute of eleven guns, and who maintains, in addition to the celebrated Sirmur Sappers, a force of all arms for the protection of his state. Most soldiers who have been quartered at Umballa will be familiar with the name of Sirmur, although the state is so little known in England. Nearly all the Indian officers who have served on the North-West Frontier of late years have enjoyed the acquaintance of Major Bir Bekram Singh, who was ever anxious to learn as much of the military system of the Empire as occasion afforded, and who was, moreover, most anxious to learn military matters in the most practical way possible, that is, in the field.

To him is mainly due the excellence to which the corps under his command has risen. He had, of course, the valuable advice and tuition of officers of the Royal Engineers in the formation and perfecting of his corps; but had he not been personally possessed of the soldierly spirit, it is not at all probable that the Sirmur Sappers would have been what they are to-day.

It may be mentioned that they have not only served the State well in war, but that they have been employed for fourteen months in the construction of the Khushalgar-Kohat Railway, and have received the highest praise from those in authority for the work they have done there. Those of our readers who have tramped or ridden the weary miles between Kohat and Khushalgar in the hot weather, when convoys are on the road, will feel inclined to bless any agency which will render railway transport possible during future operations. Bad roads or no roads are to be expected once the field is taken, but these few weary miles of dusty road have been the cause of many swear words from Tommy and his officer, neither of whom has seen the object of beginning a campaign before the base is reached.

Photo. Copyrigh'. *Elliott & Fry.*

A CHIEF'S SECOND SON.

Major Bir Bekram Singh, Commanding Sirmur Sappers.

Photo. Copyright. *Lydaen & Sawyer.*

A DESCENDANT OF "JAFAR KHAN."

His Highness Prince Ali Mirza of Murshidabad.

Sirmur (Anglicè, "Crowned Head") was the site of a very ancient dynasty, the last representative of which was swept away by a flood. It is recorded that the ancestor of the present ruler, being at the time on a pilgrimage to the Ganges, seized the vacant throne in 1095 A.D. This is surely a sufficiently ancient lineage, especially when it is considered that the taker of the throne (Agar Sain Rawal) was himself of the Royal family of Jaisalmer.

The selection of Major Bir Bekram Singh to represent his father at the Coronation is in every way to be commended.

Readers of Macaulay will be very familiar with the name of Murshidabad, although the ancient capital of Bengal has of late years so declined in importance as to be almost forgotten in England. The Indians do not, however, forget, and in choosing His Highness Prince Wasif Ali Mirza Bahadur of Murshidabad, they give proof that the glories of his old house are not dead to them, though they have somewhat faded in the eye of the world. Do not Clive's words read strangely nowadays? On entering Murshidabad after the victory of Plassey, he wrote: "The city is as extensive, populous, and rich as the City of London, with this difference—that there are individuals in the first possessing infinitely greater property than in the last city."

Now the glories of Murshidabad have passed and Calcutta has taken its place; but although shorn of many dignities, the old ruling family still remains and is honoured by the English Government. The descendant of "Jagar Khan," whose right name was Murshid Kuli Khan, and of the conqueror, Ali Vardi Khan (Macaulay's "Aliverdy"), has, we trust, received a fitting welcome to our shores, and will return to Bengal with pleasant memories of his fellow-subjects in Europe.

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THE OFFICERS OF THE COLONIAL CONTINGENTS.

Photo. Copyright. Russell

ROUND THE FLEET: THE "BAVARIAN'S" MILITARY PASSENGERS.

Reading from left to right the names are—Back row: Lieut. Stoddart, Australia; Maj. A. B. Joske, Fiji; Lieut. Riding-Master K rns, Headquarters Staff; . . . . ; Maj. Mackie, Canada; Lieut. Armstrong, Hong Kong; . . . . ; Lieut. C. S. Higgs, Bermuda; Capt F. H. Madder, Ceylon; Lieut. Blair, New Zealand; Lieut Webb, Rhodesia; Maj. A. Bauchop, New Zealand; Lieut. Mason, Australia; . . . . Second row: Subadar Maj. Sardar Khan Khan Bahadur, C.I.E., Hong Kong; Capt. C. G. Haslewood, Gold Coast; Maj. J. H. Collins, Trinidad; Rev. Keith Steele, Acting Chaplain to Troops; Capt. Howard, Canada; . . . . ; Capt. Rowell, Australia; Maj. J. H. Northup, Canada; . . . . ; Capt. Cartwright, Canada; and Lieut. Norton, Jamaica. Third row: . . . . ; Maj. Davison, Canada; Maj. Chapman, Hong Kong; Maj. Atkin, Headquarters Staff; Capt. P. H. Wortham, Uganda; Capt. A. St. Hill, Sierra Leone; Capt. Rudkin, Australia; . . . . ; Lieut. Pritchard, Straits Settlement; Capt. Read, Lagos; Maj. C. E. Blakeney, Sierra Leone; Capt. Fraser, Canada; Lieut. Field, Headquarters Staff; Capt. Gordon, Australia; Lieut. Lobo, Essex Regiment; Maj. Mason, Canada; and Capt. Hobbs, R.M.A. Fourth row: Col. Biggar, Headquarters Staff; Lieut.-Col Cameron, C. ., Australia; Lieut.-Col. Cantwell, Cape Colony; Lieut.-Col. Ingesby, Cape Colony; Lieut.-Col. Thompson, Canada; Col. T. H. Porter, New Zealand; Maj. A. E. Kershaw Cyprus; Col. Green, Natal; Lieut.-Col. Mckineux, Natal; and Surg.-Lieut.-Col McWilliams. Fifth row: Capt. E. W. Morrison, Canada; Maj. Berringer, Cape Colony; Capt. Seddon (Premier's Son) New Zealand; Capt. McDonald, New Zealand; Capt. E. Laleberte Canada; Lieut. Hardham, V.C., New Zealand; Capt. Adams, Straits Settlement; and Subadar Major Khnas. Front row: Lieut. Wardrop, North Borneo Constabulary; and Mr. Atkin, Native Troops.

The names of eight officers indicated by dots have not been ascertained.

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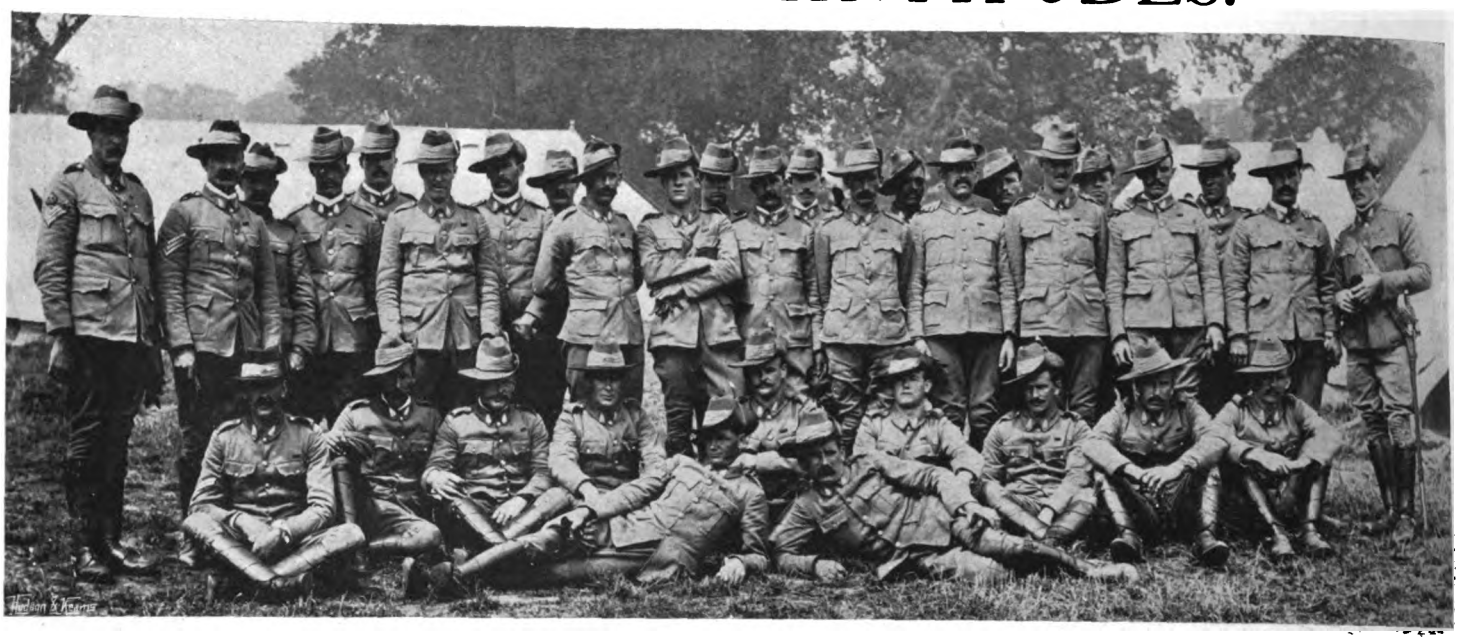
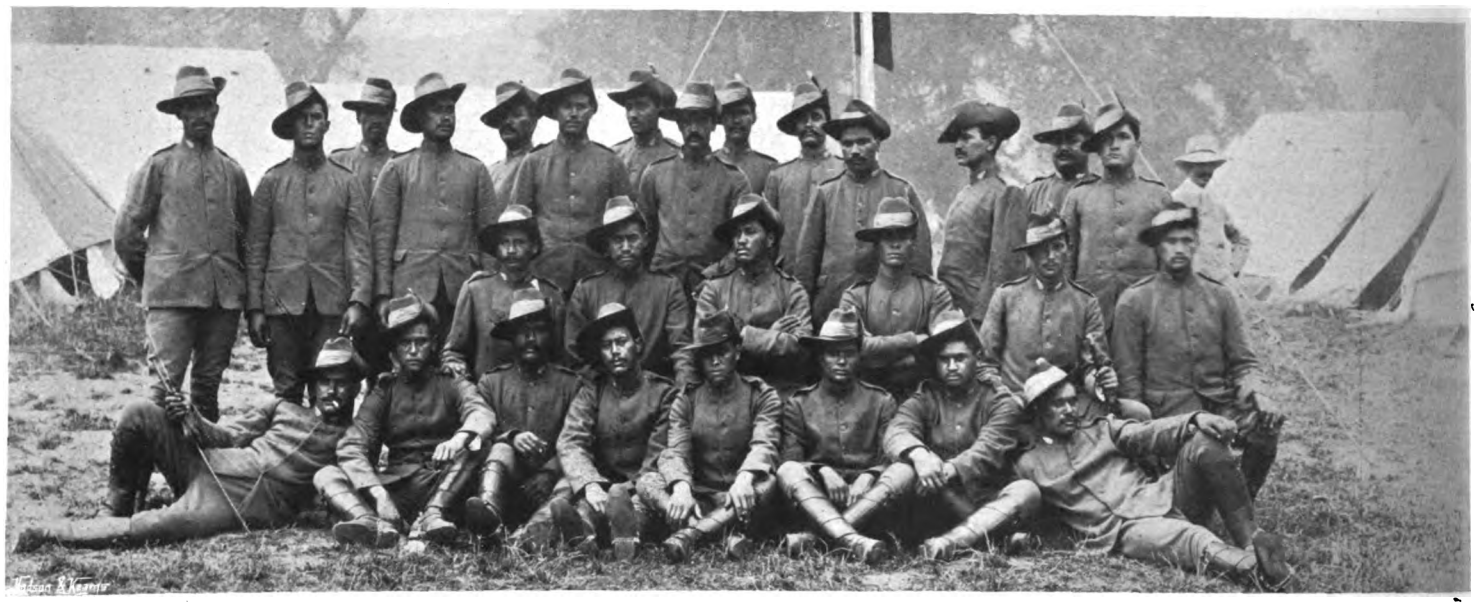
FROM THE ANTIPODES.



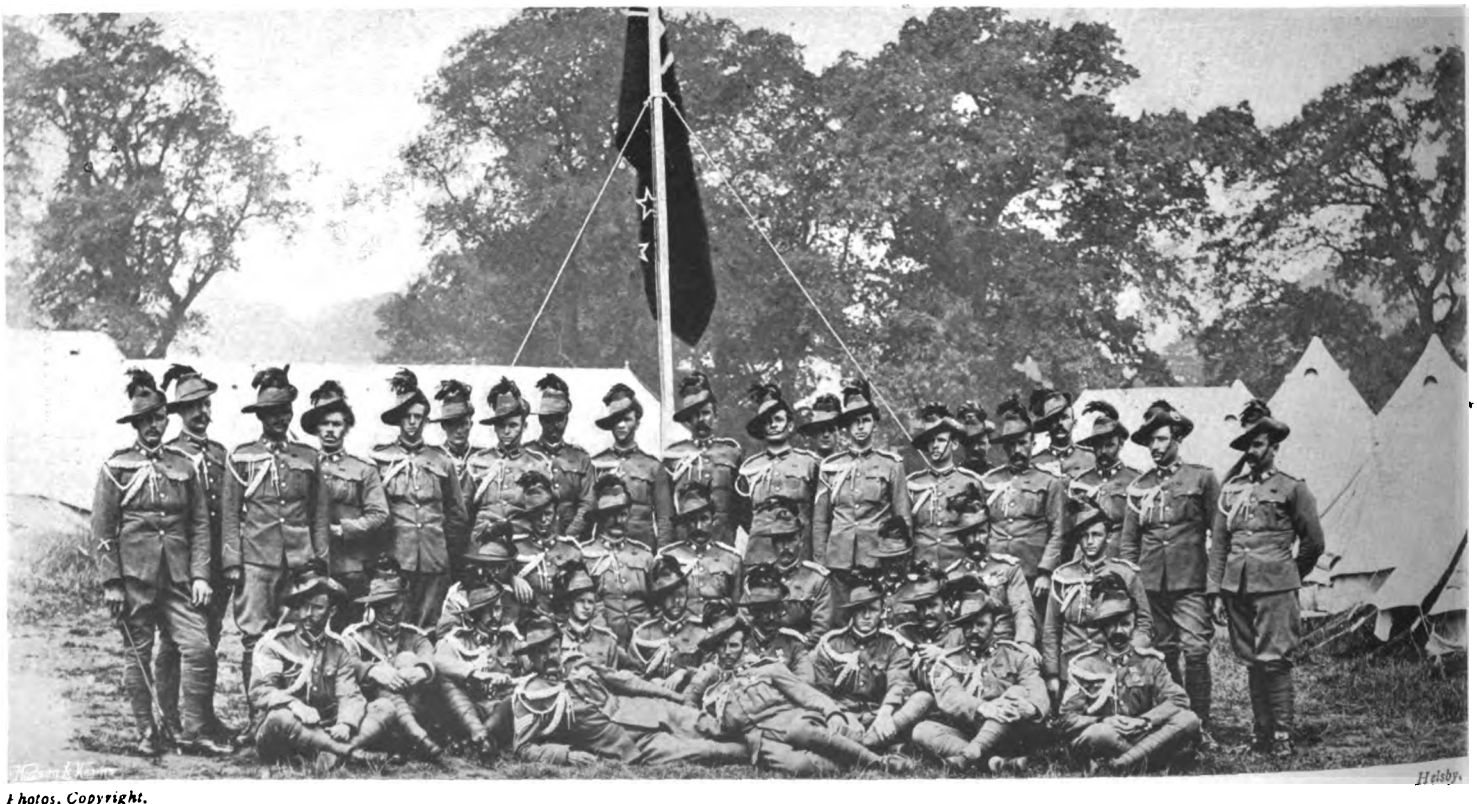
NEW ZEALAND'S CONTINGENT.

Represeniatives of the Mounted Rifles. The officer on the extreme right is Lieut. Hardham, V.C., a member of the Pelone Naval Volunteer Corps.



THE NATIVE DETACHMENT.

Maori members of the same contingent who look quite smart in their uniforms of khaki.



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AUSTRALIA'S CONTINGENT.

The Australian Commonwealth Horse at Alexandra Park Camp. The Commonwealth flag will be noticed flying above the group.

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INDIA IN LONDON.

WASHING DAY.
Cleanliness is next to Godliness.

THE LAUNDRY.
Folding and ironing the clothes.

Photos. Copyright.

INQUISITIVE VISITORS.
Conversing under great difficulties.

Navy a d Army.

SOME INDIAN CHEFS.
Cooking meals for their caste.

THE ENCAMPMENT AT HAMPTON COURT.

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THE WORLD OF BOOKS.

Sir William White: His Life and Correspondence.

(By H. Sutherland Edwards. Murray, 12s.)

SIR WILLIAM WHITE, many years Ambassador at Constantinople, and certainly one of the most famous successors of the "Great Eltchi," was no ordinary diplomatist. Indeed, to look at his massive frame, and to hear his hearty voice, no one would have suspected the subtle working of the masterful mind, which did so much to secure peace in Eastern Europe at a dangerous time. A striking figure in the records of modern diplomacy was that of the man whose peals of roaring laughter reverberated through the Embassy, and in whose manner there was nothing of the caustic brilliancy of the typical Ambassador. Yet White holds a distinguished place in the circle that included men like Odo Russell, Morier, and Dufferin. Born in Poland, and speaking the language with fluency, he knew the life and politics of Eastern Europe most intimately, and had a veritable passion for the work of his life—the loyal service of his country. His biography well deserved to be written, and Mr. Sutherland Edwards is a sympathetic writer, although there are indications in the book that seem to show that he has not thoroughly grasped the conditions in which Sir William White laboured, and here and there he prints what would have been better omitted. He speaks of the recall of Sir Henry Layard, but does not seem to be aware that that distinguished man had made his position at Constantinople impossible. Apart from such matters as these Mr. Edwards has done exceedingly well. He has shown how Mr. White, who had long been concerned with the agriculture of Poland, was drawn into the consular service at Warsaw, how he gained the confidence of his diplomatic superiors, and how his first opportunity of distinction came with the Polish insurrection of 1863. It was in 1882 that Sir William White was appointed to the Embassy in Constantinople, and in the critical days of 1885, after the union of Eastern Roumelia and Bulgaria, when the ambassadors and Turkish representatives were repeatedly in conference, and the peace of Europe was in the balance, Sir William White, by sheer strength of character, enforced his views, and effectually checked the attempts made by Russia, Germany, and Austria to secure a European mandate of intervention for Turkey. Thus a great danger was averted, and Sir William White, by making heard the voice of England, gained a high place among our great diplomatists. He continued to render very good service in times of complicated negotiation, and died almost in harness. The book is a welcome addition to the long line of diplomatic biographies.

A Ribbon of Iron.

(By Annetie M. B. Meakin. Constable, 6s.)

A very delightful narrative of a journey upon the Trans-Siberian Railway is this, by a young lady who, accompanied by her mother, displayed a great deal of enterprise and spirit in traversing the country at a period when the route was new and trouble was impending. Within twenty days of her visit to Blagovestchensk, the terrible massacre of the Chinese occurred, which sent a shudder through Europe. The deed was ascribed to the severity of General Gribsky, but Miss Meakin, who has met the general in person and in social relations, gives a picture of him which is incompatible with complicity in a heartless massacre. She describes him as an extremely handsome man, with fine martial figure, silvery hair, patriarchal beard, and eyes that shone with kindly feeling. "How I wish that our English writers who describe the Russian commanders as men with harsh, stern faces, who live for war and show no mercy, could meet with a few men like General Gribsky," exclaims Miss Meakin. It would appear that the Chinese had planned the massacre, and that, in clearing their compatriots out of the town, an error of judgment was made in entrusting the work to the brutal Cossacks. We are anticipating, however, the interest of Miss Meakin's book. It is really a light and pleasant description of the journey, full of interest and novelty. The travellers had been warned that they would encounter hardships, but they travelled in a luxurious coupé to Omsk, contrasting it very favourably with the "sleeper" on the highly-praised Canadian Pacific. The cars were extremely well-fitted, and the time passed pleasantly. Thus the dining-car had a Bechstein pianoforte, and there were musical travellers who added to the enjoyment, while ferns and flowers adorned the car. At Omsk they saw a good deal of the Kirgiz, whom Miss Meakin describes as the best-natured people on the face of the earth. She was resolved to be pleased with everything, and Tomsk also delighted her. She throws a pleasant light even upon Siberian prisons, and carries us along in light and diverting fashion to Irkutsk. Emigrants were met at every turn on the railway and the river steamers, for the Russians are emigrating at the rate of 200,000 a year. One surprising thing was the visit of a church railway carriage, which is illustrated. A model convict settlement attracted attention, and a very graphic account is given of the crossing of Lake Baikal, with a view of the ice-breaker. Beyond Irkutsk greater difficulties were promised, but they were surmounted with a light heart, and the railway journey came to an end at Vladivostok, whence the travellers proceeded to Japan. The narrative is very cleverly given, and is both interesting and instructive, and the book is well illustrated.

With the Tibetans in Tent and Temple.

(By Susie C. Rijnhart, M.D. Oliphant, 6s.)

This is a volume which has been little noticed, but which nevertheless presents a great deal of interest to those attracted to missionary enterprise in little-known lands, and to all who desire to gain some knowledge of the people of far Tibet. The authoress accompanied her husband in many dangers and hardships, and on a very adventurous journey, in which her husband and baby boy perished. Leaving Tankar, on the north-western frontier of Chinese Tibet, and crossing the Ts'aidam Desert, and the Kuenlun and Dang La Mountains, the party entered the Lhasa region of Inner Tibet, and penetrated to a town named Nagch'uk'a, within 150 miles of the famous and mysterious capital. The people encountered on the way, the Lama ceremonies, many troubles with robbers and armed wanderers, a ride for life, and not a few other interesting and stirring things, are described in these pages. While Mr. Rijnhart was engaged in evangelising work, his wife did much medical service among the nomadic population. There were some rifts in the gloom, but troubles thickened, and the year-old son died. Then the missionary and his wife escaped from one danger only to plunge into another. They were attacked by robbers in the mountains, their guides disappeared, famine threatened them, and Mr. Rijnhart went to seek help, but never returned, and his fate was never known. His wife, after many hardships and dangers, reached safety once more. It is a sad story, but one full of instruction, and in our dearth of knowledge concerning Tibet it is very acceptable. The illustrations, though few, are good, and the book is not without practical value. Mrs. Rijnhart concludes by expressing the view that the possibilities for missionary work along the eastern border are increasing, and that the time is coming when good can be accomplished. At any rate, the results of the journey are described as being most encouraging to her, and she says that the hope which her husband held of seeing many labourers go forth seems nearer accomplishment now than in his lifetime.

Arts under Arms.

(By Maurice Fitzgibbon. Longmans, 6s.)

Mr. Maurice Fitzgibbon, "an University man in khaki," has written one interesting volume in a whole library dealing with the war. It is a simple narrative, beginning with the call to arms, when the Imperial Yeomanry were organised, and the author found himself ultimately with the 13th Battalion. Now, as everyone knows, that battalion, after doing a great deal of useful work, which is here well described, had a five days' struggle outside the town of Lindley without receiving succour, and at length, being powerless to continue resistance, surrendered to De Wet. The narrative of the surrender of Colonel Spragge's force is the most interesting thing in Mr. Fitzgibbon's book. He tells us that such is the clearness of the air in that country, that objects which seem near at hand lie in reality four or five times further off than would be supposed, and the eyesight of the enemy was upon the same scale. Our troops were thus opposed to men who could see them at least twice as clearly as they could see their opponents. Up to that time the Yeomanry had never been intended to act as an independent force, as Mr. Fitzgibbon tells us; but however that may be, the 13th Battalion made a splendid resistance to the attack of three commandoes, comprising 5,000 men, the flower of the Free State army, and commanded by the most resourceful leader the Boers had produced. When the surrender had been made, the Boers treated the Yeomanry well, and De Wet complimented them upon their stand, telling them they were the best marksmen he had met, with the exception of Brabant's Horse. Mr. Fitzgibbon's book is valuable as throwing light upon the work of the Imperial Yeomanry in the war. It appeared a few months ago, but we have not hitherto found an opportunity of noticing it, and it deserves attention at the present time, when, from many sources, we are learning new facts concerning the war, and when its incidents are being discussed again.

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THE NAVY & ARMY ILLUSTRATED.

Vol. XIV—No. 287.] SATURDAY, AUGUST 2nd 1902

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THE JUNIOR SEA LORD.

REAR-ADMIRAL JOHN DURNFORD, C.B., D.S.O.

In a few months Admiral Durnford, the Junior Naval Lord of the Admiralty, will have completed forty years' service, in the course of which he has had some interesting and important experiences. During the annexation of Upper Burma in 1885-86 Admiral, then Commander, Durnford came prominently to the front, and it was in connection with these operations that he won his D.S.O. He served both with the Naval Brigade and on Sir H. Prendergast's Staff, was present at the engagement at Minhla, and later, in 1887, commanded both the Naval Brigade and flotilla employed in the suppression of dacoity.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

A Plain Duty.

AT the Central Criminal Court last week a man was charged with attempting to commit suicide. He offered, in reply to the charge, a simple statement which ought to make every Englishman feel ashamed. He said: "I was invalided home from the war in South Africa after having had enteric fever. I have been three months on the road looking for work. I had had nothing to eat for three days when this happened, and I did not know what I was doing till it was done. When I left the Army, I put in an application for work. They wrote and asked if I had work. I sent back and said 'no,' and heard no more from them." No rhetoric could make this pitiful story more moving. In these few words we have the tragedy of a life. And we must not suppose that this man is the only soldier, returned as an invalid from South Africa, who is in such sore straits, or even that he is one of a few. There are numbers of them all over the country, and we are sure to hear of many more cases of the kind before long, unless something is done immediately to relieve their distress. This man had tried to re-enter the Army, but the rule is that no one who has been invalided shall be allowed to enlist again. No provision is made for these unfortunate soldiers who have served their country and lost their health and capacity to work. There are such things as wound pensions, and Chelsea Hospital exists for the benefit of a certain number of picked men who have suffered in their country's cause. But only a small proportion of all those who need help can be assisted in these ways. The great majority of soldiers who return home at the end of the war, broken in health, are left to look after themselves. The military authorities have no further concern with them.

Now this, to put it plainly, is a disgrace to every one of us. More than this, everyone who is aware of the facts admits that it is a disgrace, and declares that something certainly ought to be done. We are all convinced of the iniquity of allowing those who have fought our battles, and upheld the honour of the British name, to starve. But a conviction, as Carlyle said, is worthless, be it never so earnest, until it converts itself into conduct. The most urgent question of the hour, far more urgent than Education Bills or Tube Railways or London Water, is whether the Government intends to take immediate steps to alter this disgraceful state of things. The *Times* said a few weeks ago that it was the sacred duty of the British people to see that soldiers whose valour has been unsurpassed, and whose humanity has been unapproached in the annals of war, were not forgotten or unrewarded while the nation gathered in the harvest of their labours and their blood. That expressed without doubt the feeling of the country. And yet nothing whatever is being done, so far as we can see, to carry out this sacred duty. Nothing keeps our sick and wounded soldiers out of the workhouse except the kindness of their relations and friends, or the operation of private charity. It is the old story over again:

> "In time of danger and in time of war
> God and the soldier we alike implore;
> But when the tide of dreadful war is turned,
> God is forgotten and the soldier spurned."

Soldiers are amongst the very few classes to whom the Workmen's Compensation Act does not apply. Employers in almost every trade are compelled by law to provide for men and women who are injured in their service. But there is, at present, no legal obligation whatever upon the nation to compensate its soldiers for the injuries to their health and to their frames which they have received in war. Nor are the private agencies which exist for the purpose of helping these men anything like sufficient to do all that is necessary. The Patriotic Fund, which was started after the Russian War, has been badly managed for very many years, and, even if it were well managed, it could hardly cover the whole ground now. The Soldiers' and Sailors' Families Association does excellent work and deserves warm support. But its activities are limited by the amount of support which it receives. The Corps of Commissionaires employs a large number of retired soldiers, but they must of course be able-bodied men. The same condition applies in the case of men who find employment through the Society which exists for the purpose of helping old soldiers to get work in civil life.

Even if these private agencies were able to do all that is required, it would still be a slur upon our national character for gratitude and fair dealing. This ought to be a matter for the nation as a whole, not for that small class which subscribes to charities. The obligation rests upon us all. It would be as improper and as discreditable to expect the more generous members of the community to take the whole burden upon themselves, as it would be to let our soldiers feel that they were receiving charity instead of the compensation to which they have a clear right. But when we have agreed that funds for the purpose ought to be provided by the public at large, there still remains to be decided the question whether they should come out of the national exchequer or out of local rates. It has been suggested that each county and each large town should look after its own soldiers; that in every part of the country cottages should be built for disabled soldiers, and that the men should be granted a certain weekly sum for maintenance. This would be going back to the plan followed in the time of Queen Elizabeth, when every parish was assessed at a certain sum for the benefit of disabled seamen and soldiers born and resident within its county. It might in some ways be a better plan than leaving the Central Government to deal with the matter. It would keep up local interest and the ratepayers would see what was being done with their money. Only the meanest of men would grudge paying a small additional rate, if he had evidence before his eyes of the good use to which it was being put. Local management, too, would probably be more efficient than management by the War Office, which has quite enough to do already, and whose methods are not flexible enough to allow it to take up a new scheme and carry it through without unnecessary disturbance and delay. On the other hand, the objection to leaving this duty in the hands of local authorities is that some districts would have to pay much more than others, whereas if the money were provided out of the national treasury, everyone would contribute alike. However, it does not matter very much how the thing is done, so long as it is done. It demands instant attention, and we call upon everybody who reads these lines to write to his representative in Parliament demanding that the Government shall be pressed to declare whether it has any intentions with regard to our incapacitated soldiers, and, if so, what they are.

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TWO INTERESTING FUNCTIONS.

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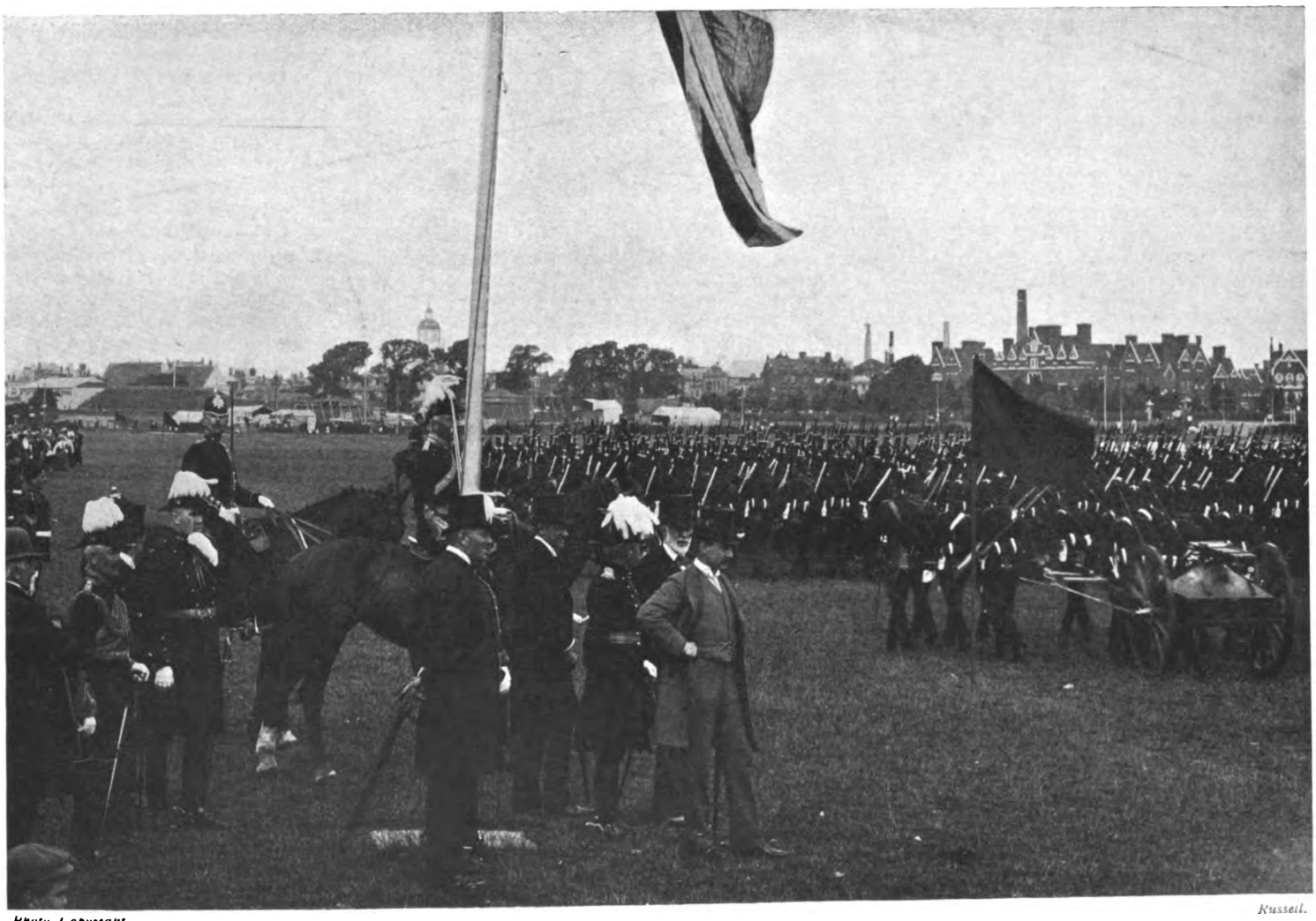
Russell.

LORD KITCHENER AT HAMPTON COURT.

The officers of the Indian Contingent presenting their swords to their future Commander-in-Chief. His Royal Highness the Duke of Connaught was also present.



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LORD SELBORNE AT PORTSMOUTH.

Parade of the Marines from Eastney and Forton on Southsea Common before the Lords of the Admiralty on their annual inspection of the Naval establishments.

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BISLEY AND THE COLONIALS.

ALMOST every Bisley Meeting has its distinguishing characteristic, and that of the 1902 gathering may certainly be said to be the excellent show made by the Colonial competitors. We cannot here profess to deal with individual scores, or, indeed, to touch upon the matter otherwise than most discursively. But the contest for the Kolapore Cup, in the second week of the meeting, was distinctly a memorable one, and must not be allowed to pass without appreciative mention in these pages.

The victory of the team sent by Federal Australia, and the close approximation to the winning score of Rhodesia and Canada, are not, of course, to be taken too seriously as indicating that the poor old Motherland must henceforth "take a back seat," and that anything like humiliation is attached to the home team. One swallow does not make a summer, and in the past the Mother Country has won this trophy twenty-three times, Canada six times, and Victoria and Guernsey each once. Again, it is a fact that, owing to the simultaneous contest for the United Services Cup, the Mother Country was not so strongly represented in the Kolapore as she might have been. This is not by way of minimising the popular and thoroughly well-won victory of the Australian Commonwealth team, but simply to keep things in their proper focus with reference to a contest which this year is certainly of more than usual interest.

We shall not enter into any details of Colonial marksmanship, and we certainly shall not attempt to discuss the unfortunate dispute in the Mackinnon competition. But a word may be said as to the singularly pleasant function which took place towards the end of the meeting in the shape of the Canadian team's "At Home." At this most interesting gathering speeches were made by Lord Strathcona, Sir Frederick Borden, and the Earl of Aberdeen, which emphasised in the happiest manner the Imperial significance of the successes won at Bisley by Colonial teams. All three speakers laid stress upon the fact that, at any rate as regards Canada, these successes were not the result of mere specialisation in the matter of marksmanship. There is, indeed, cause for gratification in the thought that throughout the Dominion country rifle corporations are being instituted. It is pleasant, of course, to have Colonial teams at Bisley that can score more points at practical ranges than a picked Mother Country team, but it is much to the point in an Imperial sense to learn that this is largely the result of more literal encouragement of rifle-shooting, and, in the case of Canada, of the recent notable provision of new ranges.

On this page we are giving pictures of two well-known Bisley trophies, the Mappin Brothers Challenge Vase and the *Daily Telegraph* Cup. The former is one of the "veteran" prizes of the National Rifle Association, the conditions being this year seven shots at 500-yds. and seven at 600-yds., for teams of four men each. The trophy was won by the third team of the Queen's Edinburgh, and to each member of the team a very handsome solid silver replica of the cup, value £10, was presented. This is a special presentation, in honour of the Coronation, by the present proprietors of Messrs. Mappin Brothers (the original firm), of 66, Cheapside, and 220, Regent Street.

AN OLD N.R.A. INSTITUTION.
The Mappin Brothers Challenge Vase.

THE "DAILY TELEGRAPH" CUP.
Won by Lieutenant Blair, Queen's Edinburgh.

The *Daily Telegraph* Cup was this year won by Lieutenant Blair, Queen's Edinburgh, after a close final tussle with a "brither Scot," and the making of various "possibles" (seven shots at 600-yds.) on the part of these two and other competitors. The trophy received by Lieutenant Blair is, as will readily be seen from the picture, a very handsome one, and is, this year, the production of Messrs. J. W. Benson, Limited, of Ludgate Hill and 1, Old Bond Street. It is a vase, standing on an ebonised plinth 40-in. high, beautifully chased, with a medallion of His Majesty the King on the front panel. The reverse has the following inscription: "National Rifle Association. Presented by the proprietors of the *Daily Telegraph*." The body of the cup is chased with rose, shamrock, and thistle, surmounted by a figure of Victory, with outstretched wings, awarding the wreath.

The third trophy illustrated on this page is not connected with Bisley, but being of a partly military, partly civic character, it may be said to possess at any rate a germane interest. The "piece" is a handsome silver loving-cup presented to the Pattenmakers Company by the present Master in commemoration of the Coronation and also of the C.I.V., in raising and equipping which the Company took part. The Cup was designed and executed by Messrs. Elkington and Co., Limited. It is 20-in. high, and has the following inscription: "Presented to the Pattenmakers Company by Henry Hobson Finch, Esq., Master 1902-3, to commemorate the Coronation of His Majesty King Edward VII., and also to exhibit the medal presented to the Company 1901 struck as a memento of the South African War." One of the panels contains a representation of the C.I.V. in action, the other medallion portraits of the King and Queen.

The beauty and elaborate workmanship of these trophies are striking evidence of the healthy survival of the art of working in precious metals, and of its happy application to military requirements in the way of prizes and memorials.

A CORONATION AND C.I.V. MEMORIAL.
Loving-cup presented to the Pattenmakers Company by their Master.

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TROOPING THE COLOUR.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

WHEN reviewing the Sandhurst trouble, one should always remember that the fact that the matter was referred to the War Office is practical proof of the inability of the Governor and the staff to control their own affairs. I have maintained from the beginning that there is no one so much to blame over this deplorable affair as the Sandhurst authorities. I may be wrong, but I feel confident that the origin of the trouble can be traced back to the Educational Committee. I am not sure that I agree with the finding as set down by this Committee, and I am positive that the Sandhurst cadets did not do so. Although I cannot be positive that the following is a true statement, yet I seem to see something like the following, as a direct reason for the turbulency which has worried us all during the past few weeks. It cannot be denied that the Report of the Educational Committee was very "down on" Sandhurst. Sandhurst resented this. They said, and rightly, "Of what value is the report of this Committee? It did not include upon its board a single representative who is an infantryman, and consequently had knowledge of Sandhurst and Sandhurst cadets. The members of the Committee came down and spent an afternoon at the Military College, and during that short stay compiled a report most damaging to the College. But the Governor of Sandhurst takes the report seriously. It furnishes his text for continued admonition, and the reaction has been found in the incipient felony of the last two months."

If my theory is the right one, then it is unlikely that good is destined to grow out of the Committee's report. I must allow that I am not over-prepared to accept the finding of the Committee without some hesitation. Wherein have the Sandhurst officers failed so conspicuously? Even if it were allowed that they had failed, is it their own fault, or is it the fault of the country which has aided and abetted them in the failure? For my own part, I will not allow that they have failed. I take it that they have done exactly the opposite. What I see is this: These much-abused and much-condemned officers have had handed over to them the ne'er-do-weels and failures of the English nation; they take these men and make them into the finest fighting material the world has ever seen. Is this the handiwork of the untutored mind?

Public opinion is too much guided by the conclusions of some ill-informed journalist. "Stupid officers" had a catching ring in it; it came at a moment when the country was groping for a scapegoat; and it came conveying an enormous impression, which has stayed. And what inducement is given to the British officer to improve his mental calibre? He is poorly paid. He is expected to pass examinations, to attend technical classes, and to take special certificates of ability. Yet it does not matter how many certificates he may secure; they bring him no direct financial advancement. The nation demands a particular standard of ability from its officers. It must, therefore, be prepared to compete in the open market for material of the required quality, and not be querulous because it does not get the services of exceptional men at a wage equivalent to that paid for the services of clerical machines. The Army feels the slanders which have been passed upon it as an intellectual body. This feeling is just, and instead of supporting the slanders the nation should make common cause with the officers of its Army. The time is past when the Army should be considered a thing apart.

Of course, it is not meant to imply that no improvements are necessary or possible. That would be absurd. Improvements are possible in every walk of life, even the most intellectual. In fact, we have seen a very considerable improvement in one of our great military educational establishments this year. The month's outdoor training which has been given to the Woolwich cadets has been worth six months of the stay-at-home education usual in the environs of the Royal Military Academy. It is only to be wondered at that it was never thought of before. To give one small incident of the many which are quoted to show the very excellent results which have resulted from this—the experimental camp of Woolwich cadets on Salisbury Plain. The routine of the camp is carried out exactly as if the youths were on active service—that is, guards and horse-pickets have to be supplied day and night. It was discovered that one of the sentries in the horse-pickets kicked up every horse that lay down. He thought that the rousing of horses was part of his duties. Now, how much better for all concerned must it be that this youth should discover the right procedure with regard to horses at a Schoolboy Training Camp, than by holding himself up to ridicule by some such similar action in a regiment? Not that the story is of necessity a true one; but it illustrates my meaning, which is that it is in the interests of the cadets and discipline of the Service that the young officer should arrive in his first command with a real knowledge of his duties, rather than that he should pick it up by experience, in some cases humiliating, in others bitter.

A great Artillery field day has just been held at Salisbury Plain. It was so important an affair, that the Commander-in-Chief took the trouble to go down to witness it. The future *rôle* of artillery in European warfare, when the opposing organisations will presumably be more or less equal, is at present an unsolved problem. South Africa has not been a decided test of this important and auxiliary arm. But in spite of this its lessons have been many, and judging from the recent field day referred to, we are still instructed by officers as antiquated in their ideas as to the fitness of artillery training as some of the schoolmasters have proved to be in the theories of boy management by their letters on the subject of the Sandhurst trouble. The point of these Artillery manœuvres, which the Commander-in-Chief witnessed, was that a mass of Artillery will be controlled by a single officer, and that to enable this control to be in any way efficacious, the batteries must be handled with the brigade division as the unit. Now the majority of younger gunners who are back from the actual experience of war ridicule the idea that one man can effectually control a mass of Artillery, and deprecate in very strong language the employment of the brigade division as the tactical unit. The manœuvres on Salisbury Plain gave striking proof of the correctness of this surmise. Without the attendant difficulties and surprises of war, the officer in command of the seven brigade divisions absolutely lost control after the action had started, so that at the close

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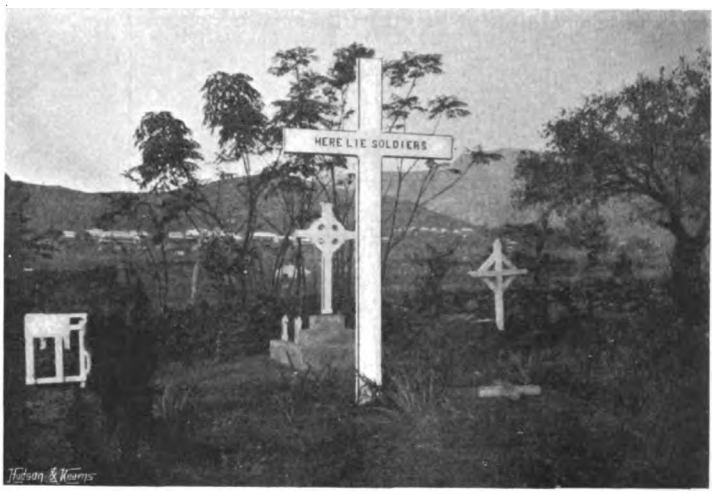
of the operations only one brigade division was forthcoming to march past the Commander-in-Chief. But the brigade division also declared itself a cumbrous and indifferent unit. It was slow and conspicuous in coming into action, while, on the other hand, the guns of the flagged enemy being detached were hard to locate, in fact would never have been located if the arrangement of the manœuvres had not required them to fire black powder. The concentrated fire of many guns, provided the massed guns have a fair target, will without a doubt prove devastating; but it is doubtful if such a target will always be forthcoming. Also it is doubtful, judging from South African experiences, if massed batteries opposed to massed batteries would meet the requirements of the case as well as a similar number of batteries acting as independent units. The range of modern artillery will certainly permit such an arrangement. The Boers used the individual piece as their tactical unit, we in the beginning the battery, and we rarely found that our concentrated fire did as much damage to the well-placed single gun as that well-placed single gun did to the conspicuous mark afforded by the battery. If the powers who order our Artillery training came to this conclusion on Salisbury Plain, then the manœuvres served a purpose; if not, then they were an appalling display of misdirected energy.

THE SAD SIDE OF WAR.

NOW that the war in South Africa is ended, and numbers of the troops who fought so pluckily and with such perseverance are nearly every day being welcomed home by their friends and relatives with hearty hand-shakings and exclamations of "How are you, old chap?" "Glad to see you home again," and the like, we must not forget entirely the heroes who fought as pluckily as those who have been spared to return, but unfortunately were struck down either by bullet or disease, and have been left behind 'neath the starry skies of South Africa, never to see home again, or to be seen by the friends who were so dear to them in life. Doubtless there are many who have read in their newspapers how this or that regiment had been received with flags flying, bands playing, and people cheering, who felt their hearts grow sad within them, as they thought how different it might have been if the one dearest to them had only been spared for them to welcome too. Parents who have lost sons, wives who have lost husbands, friends who have lost friends, cannot but feel a twinge of sorrow when they recall the many happy hours they have spent with the ones who are now lost to them for ever. The one great consolation they have is that the fallen ones proved themselves true British soldiers, whether they died as a soldier wishes to die, with his face to the foe, or in the hospital.

Special interest attaches to two of our illustrations, from the fact that forty-two mothers or near relatives have written to the chaplain of the garrison at Barberton asking that they might have a picture of their boys' graves. We are very pleased, therefore, to be able to reproduce them here.

The cemetery at Barberton contains a large number of graves of both Boer and Briton who fell while fighting for their respective countries. In one corner, too, are the graves of the unfortunate victims of the terrible railway disaster, which happened just previous to the close of the war. These graves, forty-two in number, are all round and about the large cross, on which is inscribed "Here lie soldiers," which is shown in our first illustration. No doubt most of these unfortunate men had survived many a skirmish, and then to die an accidental death such as this, when the war was nearly at an end, seems hard indeed. We sincerely hope that so sad a calamity will not happen again to dash to the ground the hopes of expectant friends at home who are looking forward to the time when those now absent will set foot on the threshold of their old home, and relate the tales of what they have seen and done while the family listens with wonder.



IN BARBERTON CEMETERY.
The graves of the victims of the railway disaster.

A FITTING TRIBUTE.
As soldiers they lived as heroes they died.

Our next picture is of a memorial stone which was raised by voluntary contributions, taken at concerts given by the band of the 2nd Battalion of the Prince of Wales's North Staffordshire Regiment, permission for their doing so being kindly granted by Lieutenant-Colonel T. M. Hawtayne and other officers of the corps. This stone is dedicated to the men of the 1st King's Dragoon Guards, the 58th Regiment, and the 80th Regiment, who fell during the fighting in connection with the British occupation of Wakkerstroom, 1879-80. No doubt the relations of the men whose names are inscribed on this stone will be greatly gratified at seeing the monument which has been erected in memory of these gallant soldiers, who may have helped, if in an indirect manner, to lay the foundation of what we hope and believe will prove a harmonious and prosperous South African colony.

The picture opposite shows another corner of Barberton Cemetery which is occupied by Boer graves. As will be plainly seen from the illustration, the Boers still favour the old custom of placing large stones and boulders on the graves of the departed ones, a small wooden board about a foot or so high being then erected on which is noted the names and all particulars of the deceased.

When things in general have entirely settled down in South Africa, this pretty little graveyard will doubtless form a source of attraction to strangers as well as neighbouring inhabitants, who will read with interest the various inscriptions on the memorials there. Meanwhile, we may be certain that the resting-places of both Boer and Briton will not be neglected or forsaken, great care being taken by the ladies of the town towards beautifying the spot and placing and cultivating flowers and evergreens on the graves.

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THE LAST LONG TREK.
A view of some of the Boer graves at Barberton.

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AN ANGLER'S PARADISE, NEWFOUNDLAND.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

BACK FROM THE FRONT, BRITISH COLUMBIA.

FROM time to time, in these notes, we have alluded, as a rule rather unkindly, to those Imperialistic enthusiasts who are constantly evolving cut-and-dried schemes of Imperial Defence. We are forcibly reminded of these amiable but generally misguided persons by the receipt of a letter from a military correspondent in Richmond, New South Wales, who, in the course of a most interesting communication, in which approval and support of NAVY AND ARMY ILLUSTRATED are strongly and happily indicated, points out very forcibly one reason why the majority of hard-and-fast schemes for bringing up Colonial forces in the way they should go are, at present, scarcely worth the paper on which they are written.

It is all very well to talk at large of ship-shape military organisations and ideal systems of training, but we are very apt to forget how difficult it is in the Colonies to formulate any system of training at all which shall fit in with the way in which, during the greater part of the year, even the individual members of a corps are separated from one another by distances which in this country would be considered altogether fatal to anything like harmonious training. In many cases the officer commanding a regiment does not see two-thirds of his command except when the outlying companies are brought together once a year for five or six days' continuous training. This state of things, by itself, is not infrequently paralleled at home in the case of Volunteer corps, but in Australia the trouble is more deeply seated, in that even the instructors attached to the outlying companies suffer under a similar lack of opportunities for continuous supervision. "In the country districts," writes our correspondent, "men ride any distance between five-and-twenty miles to attend a parade, and when the parade is over they return home, and you don't see them again for a month or six weeks." In these circumstances it is sometimes a little hard upon the instructor to have his ability gauged by the appearance and behaviour of the company or companies to which he is attached at the yearly inspection. But, judging from the letter before us, instructors do not complain, but are contrariwise very proud of the success which they attain under very trying conditions.

Now if we only look at this matter from the Volunteer and local self-defence standpoints there is no need to argue it closely. In Volunteering, even of the "partially-paid" variety, the military authorities must be content with the best they can get, and it has been made abundantly clear by the war in South Africa that for some purposes the Australian Volunteer, despite deficiencies of training, is nearly as good an all-round fighting man as could be desired. But, when you come to look more closely into the question, and consider its application to all possible Imperial requirements, some further difficulties present themselves in the light of the letter of our correspondent, who writes from Richmond, N.S.W. Difficulties these are which are calculated to interfere rather sadly with the realisation of the average amateur scheme of Imperial Defence, in which everything is so thoughtfully calculated and provided for, down to the pattern of uniform and the pay of the band.

The broad question is whether it will ever be possible to produce by a system of intermittent training, such as that alluded to above, any considerable number of troops who would be of real use in any great Imperial emergency of a sort quite different from that which arose when the Boers sent us their "ultimatum" and invaded Natal. Let us look the thing fairly and squarely in the face, and consider the class of trained soldier we should require to pit against the trained troops of the Continent, operating not in small and scattered commandoes, but in uncomfortably massive Army Corps. If a man who rides in once a month to a local centre to "put in" a company parade, and once a year gets five or six days' continuous training in a full battalion, can be counted equal to even one German or French soldier, who, for at least two years, has done nothing else but practise soldiering, then, of course, our home system of training is largely superfluous. On the other hand, is it not dangerous to foster the idea that any but soldiers, very fully and, above all, uniformly trained, will be of much Imperial utility in any but a special campaign? The South African War, with all its splendid lessons of Colonial patriotism, and of rough-and-ready military efficiency, must not blind us to broader views and graver possibilities, and, at a moment when the Colonies in conference are deciding this matter of proportional contributions to Imperial Defence, it seems well to emphasise the fact that before anything really definite in this direction can be arrived at, there are several important details to be settled. We should surely have a clear understanding not only as regards numbers and quality of material, but as regards the absolute fitness of the officers and men of a Colonial contingent to operate with British troops against the best-trained soldiers of the Continent. As regards numbers, that is a matter for calculation and mutual agreement; and the quality of material, judging by experience and the specimens now freely available, need not be seriously discussed. But the more closely one considers the question of training the more serious it becomes, until one is forced to acknowledge that in three out of four possible emergencies it might very well put every other consideration of Imperial Defence well into the shade.

Of course the difficulty would be largely diminished if it were contemplated to use Colonial contingents in future for garrison and other third-line purposes. But any notion of that sort is altogether visionary. The Colonial who takes up arms for the defence of the Empire will not as a rule be contented with the honourable duty of guarding hearths and homes, or even with that of turning a coaling station into a well-manned fortress. He will want to be, as he was in South Africa, well at the front, and we may think ourselves fortunate if future campaigns enable us to put to equally good use equally large numbers of such fine fellows as Canada, Australia, and New Zealand sent to the Cape. But events may shape themselves otherwise, and this is the possibility which should regulate the working of any agreement as to Imperial Defence at which the Colonial Conference may ultimately arrive. We may admire, may be thankful to take advantage of, the wonderful results which are arrived at in the great Colonies by a system of training necessarily piece-meal and perfunctory. But for *all* purposes our standard of Imperial military efficiency must be that of the highly-trained British soldier, and it is only occasionally that such a standard can be approached by other than a continuous method of solid, various, and carefully-thought-out education.

For many weeks past the interest in "Britain beyond the Seas" has been chiefly restricted to the great self-governing Colonies, the representatives of which have been so constantly in the public eye in connection with the Coronation. But, so far as these notes are concerned, we shall now commence to

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revert to a more comprehensive view of Colonial life and incident, and shall be very pleased indeed if readers in the nooks and corners of the Empire—we happen to know that we have many such readers—will assist us to brighten these notes by personal experiences or by comments founded on local developments. It is a poor conception of Imperialism that looks only at such vast realisations as the Dominion of Canada or Federal Australia, and dwells perpetually on them to the exclusion of small yet vigorous communities in which, perhaps, lies the germ of equal results in the way of expansion and productiveness.

There is another kind of Britain beyond the Seas, too, which while it does not come strictly within the scope of these notes, will not be too rigidly placed outside it. We allude to the headway which Britons beyond the Seas are making in countries which, although not British, are under such distinctively British influence as to foster grand anticipations of future purely national developments. We are tempted to make this special allusion by the report of recent progress in the Anglo-Egyptian Soudan, of which some account has been published, and which may be expected to attract much separate attention in the near future. The time is now approaching when the Soudan and Uganda will be linked up so closely and effectively that colonisation on a large scale should proceed with great rapidity and some thoroughness. Herein lies a future expansion of Britain beyond the Seas of which we can hardly, at present, realise the full significance.

A DIPLOMATIC "GRAND TOUR."

THE tour of Ras Makonnen in Europe is likely, nay, is certain, to result in some important political events. It would be difficult to say which of the two great Powers most interested in maintaining friendly relations with Abyssinia will ultimately be successful in ingratiating itself with the Negus, but certain it is that France is making a bold bid for the all-necessary popularity. Many would be inclined to doubt the accuracy of the word "all-necessary" in this connection; but railway building in Abyssinia goes much by favour, and railways in Abyssinia are of considerable importance to both England and France.

Ras Makonnen is too clever a man to be taken in too much by the honeyed words which M. Etienne poured forth the other evening at a banquet given in honour of the representative of Menelik in Paris. He knows too well that there are a hundred and one things which England might and could do to raise up endless trouble between France and Ethiopia. Whether, after his varied European experiences, Ras Makonnen will feel inclined to induce his master to throw open the doors of the kingdom of Ethiopia "without fear, to the civilisation of the world" is doubtful. We seem to remember a certain remark of the Ethiopian General to the effect that he was returning to Abyssinia and civilisation. And in returning thanks to his hosts his words were guarded, probably too guarded to suit his hearers. The only thing that he said which could be fastened on as any sort of indication as to the way in which the wind is blowing is the words "and which (the friendship) will become yet closer." And to build castles on such a shifting sand as that were the height of folly.

Photo. Copyright. Chusseau-Flaviens.

THE ENVOY OF THE NEGUS.

Ras Makonnen paying a visit to President Loubet.

Photo. Copyright "Navy & Army"

MEN OF RAS MAKONNEN'S ARMY.

Stalwart and hardy, they make, with European training, most efficient soldiers.

Briefly the case stands thus. For a very long time the greater part of Abyssinian commerce passed under British supervision from Harrar to Berbera and other ports on the Red Sea coast. This supremacy has been threatened by the beginning of a French railway company's line from Djiboutil, a northerly port, to the same inland town of Harrar. But the French company has had to appeal to British capitalists for aid, its finances having run low, and now France is greatly exercised in her mind as to who will really control the working of the line.

Yet another aspect of the case is the conservatism of the traders. They will continue for a long time to favour the Berbera route, and could England obtain permission to build a railway on the old caravan route she would practically monopolise the carrying trade of the Ethiopian Empire. Hence all these heart-burnings, banquets and flowery speeches.

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A NEW PEACE MEDAL - OBVERSE.

This fine design shows a dying soldier clasping the Union Jack while a battle rages in the distance. The inscription, "To the Memory of those who gave their lives for King and Country," is excellent.

Messrs. Elkington & Co.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie

BY

David Hannay.

A NEW PEACE MEDAL—REVERSE

On the reverse is depicted Bellona, the Goddess of War, sheathing her sword, while the British troops march cheerfully on their way to Table Bay, en route for home and friends.

Regent Street, S.W.

IT is always agreeable to see an old friend popping up again, regardless of the clearest demonstration that he has, properly speaking, no existence. For that reason alone every man of right feeling must have felt a distinct thrill of pleasure when he looked into the *Daily News*—a paper well worth reading—on July 16. There is an article in the number for that date under the general head of "Constructive Liberalism," and it is devoted to "The Army and Navy." A little way down the first column we come to the pragmatical assertion that Toryism has "deliberately subordinated brains to birth in the British Army." A paragraph further on we come to a more familiar old acquaintance in the shape of this other assertion—that the abolition of purchase was necessary "in order to rescue the Army from those families which regarded it as a private preserve to be exploited by younger sons of Peers." A very profitable hour might be spent by anybody who wants to know something about the history of the British Army in discovering how much ignorance and how many kinds of nonsense are contained in these two propositions.

* * * *

What does the writer mean by birth, to begin with? It has never been the case that gentle birth was made a condition for holding a commission in this country. The possession of money may have been, though even this was not the universal rule, for there was no purchase in the scientific corps, or in some of the infantry regiments, or beyond the rank of colonel. If the writer will turn to the memoirs of John Ship he will see that in the Napoleonic Wars a man could rise from the ranks to a commission, and there were frequent examples of such promotion in the Peninsula. But it is undoubtedly the case that under the purchase system money would enable a man to rise rapidly to the rank of lieutenant-colonel. Wellington is an example, and it is not obvious that we need complain because he became a general while still young. A bad example is that of Lord Cardigan, who is said to have spent £30,000 in buying his way to a lieutenant-colonelcy in seven years. But the son of a soap-boiler or beef contractor who wanted to be turned into a gentleman, could have done as much as either of them if he cared to invest his capital in that way. The plain truth is that there never was a system which was more completely the contrary of a preference for birth than purchase. It put the son of a successful plebeian on a level with the descendant of "a hundred Earls." In the German Army, which the writer quotes as an instance of efficiency, gentle birth was once an indispensable qualification for an officer—and it is still a great advantage. If he had said that we subordinated brains to money, that would have been more to the purpose. But in a commercial and manufacturing community money is not aristocratic. Moreover, a man who had a small patrimony might, and often did, buy a commission with it. The investment was not a bad one.

* * * *

But allowing that the system was evil, why are the poor Tories to be hanged for it? Except during a short time in the reign of Queen Anne they had no share to speak of in the government of this country—from the Revolution of 1688 till the beginning of the nineteenth century. They detested the standing Army, and were always trying to get it abolished. It was the Whigs who kept it in existence as a defence against the Jacobites. They thought a great deal of birth, for it was their ruling principle that the government should be wholly in the hands of the "Revolution Families." If they had had their way they would have reduced the King to the position of a Doge of Venice, and would have turned themselves into a close oligarchy; but that is not Toryism, or anything like it. Then that stale old business about the younger sons of Peers ought to be drummed out of the commonplaces, even of the Radical Press. Let us suppose that there is a younger son in the Army for every Peer. It is an enormous proportion, for some Peers have no children, some have only daughters, some are young married men whose children are in the nursery. In some cases the younger son prefers another line of life. Still, it may be allowed that there are three generations in the active list of the Army at any given time, and that there may be a younger son for every Peer. The total number would not be sufficient to officer a single Army Corps. Many of them would be poor men of no influence, for a Peer whose income is limited—and there are many in that case—and who takes no active share in politics, has no means of pushing the fortunes of his relatives. Some Peers can and do, but so does Save-your-penny Pilkerton.

* * * *

The plain truth is that neither birth nor the Peerage is responsible for the faults of our Army. They have arisen from quite other causes. In the first place they come from the respect which all Englishmen have for mere money. It is bred in the bone of the race to think that the possession of means is the one trustworthy sign of gentility—using the word in its proper old sense. Tennyson's farmer who said that "the poor in the loomp is bad," for they would not be poor if their fathers had not been worthless, expressed a very common opinion. The natural result has been that other qualifications have been subordinated to the possession of money, or rather it has been assumed that they would go with money. As a matter of fact, the calculation is not absurd. A family which has made money, and has then kept it, which is quite as difficult, cannot have been composed of fools and wastrels. But no doubt it does follow that, when men hold places because they own money, and when everybody tacitly accepts the possession of means as the chief qualification, other things are liable to be neglected. To this has to be added the prevalence of a certain windy nonsense which first produced, and was then popularised by, the "muscular Christianity" of the middle nineteenth century. This is the entirely unfounded delusion that your fine manly Englishman who plays the game of cricket or football has a magic power of getting through somehow. He does not need to study like a mere German, but only to live in his manly way, and wait till he is shipwrecked to find out how to swim. Then you will see how wonderfully he does it.

* * * *

In the Navy this gabble has not been so influential, because the sea will not stand anybody's nonsense. It is rapidly borne in on the Naval officer that drowning is the eminently probable consequence to himself of slovenly work, and this has a wonderfully sobering effect. But in other fields, and not by any means in the Army only, we have filled our bellies with a good deal of east wind. The way to arrest it is not to bring up fusty old formulas about birth and the Peerage, but to make the nation at large understand what military efficiency means. At the present moment it does not know, and apparently does not want to learn. We have heard a great deal of sharp criticism of the Government for the

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tenderness it showed to officers who could be named—if it were necessary, but it is not. There is no need to attempt to defend the Cabinet — which is quite comfortable in so far as this charge is concerned, whatever its troubles may be, for other reasons. It is much more to the point to observe that statues are to be put up to these very officers by their admiring countrymen. And this is what we have to begin by reforming. A Ministry depends on the House of Commons, which depends on the country. So long as the country goes into bursts of enthusiasm about popular officers, and grows angry when they are, or seem to be, roughly handled by the politicians, we may be perfectly certain that no Government will willingly risk loss of popularity by displaying severity. It is the nation at large which is primarily responsible for what the *Daily News* calls the subordination of brains to birth. Its admiration is given to the open-handed rich man of popular manners, who has a fine, manly, sporting way with him. It calls him a genuine Englishman, not clever about mere bookwork, perhaps, but with the grand old dogged quality of not knowing when he is beaten. And this opinion it holds because His Noble Honour's Lordship's Captain is a real gentleman, who tips like an open-handed chap. When the country gives up estimating its generals on these principles, brains will be in no danger of being subordinated to money. Until it does, they will. But the blame is not to be thrown on Toryism, which is nearly dead, or on the Peerage, which has not much real power. It rests on the gushing sentimentality of the mass of Englishmen, and on this—that a great many of them are born to be snobs as the sparks fly upwards.

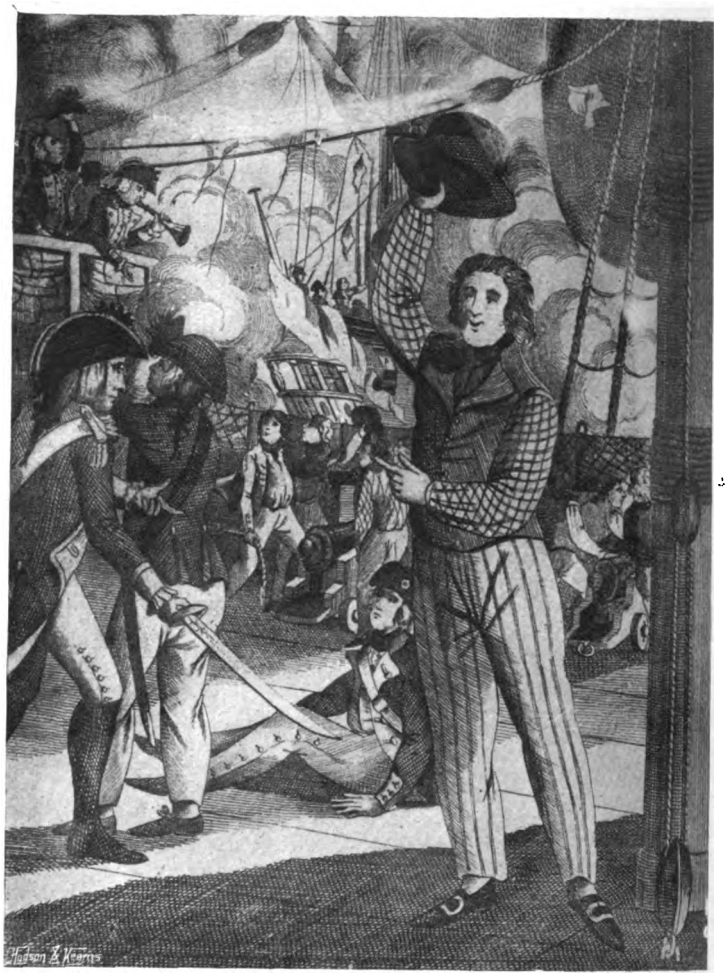
THE SAILOR'S PROGRESS.

THE OLD-TIME TAR.

THE "Rodney cut" was a well-known phrase in Nelson's day for a certain type of Naval officers and seamen, a type which had begun to be considered, even then, as old-fashioned. What they looked like the pictures here given show us. These were the fellows—true to the life, and exactly in their outward garb as they appeared—who stood beside Rodney on the quarter-deck of his flag-ship, the "Formidable," in battle, and cheered the Admiral's little bantam cock as he flew out of his smashed coop and perched crowing on the poop rails as each broadside was fired into the French "Ville de Paris."

"Through blood and fire,
Through storm and shock,
Prophet of triumph still crowed on
Lord Rodney's bantam cock."

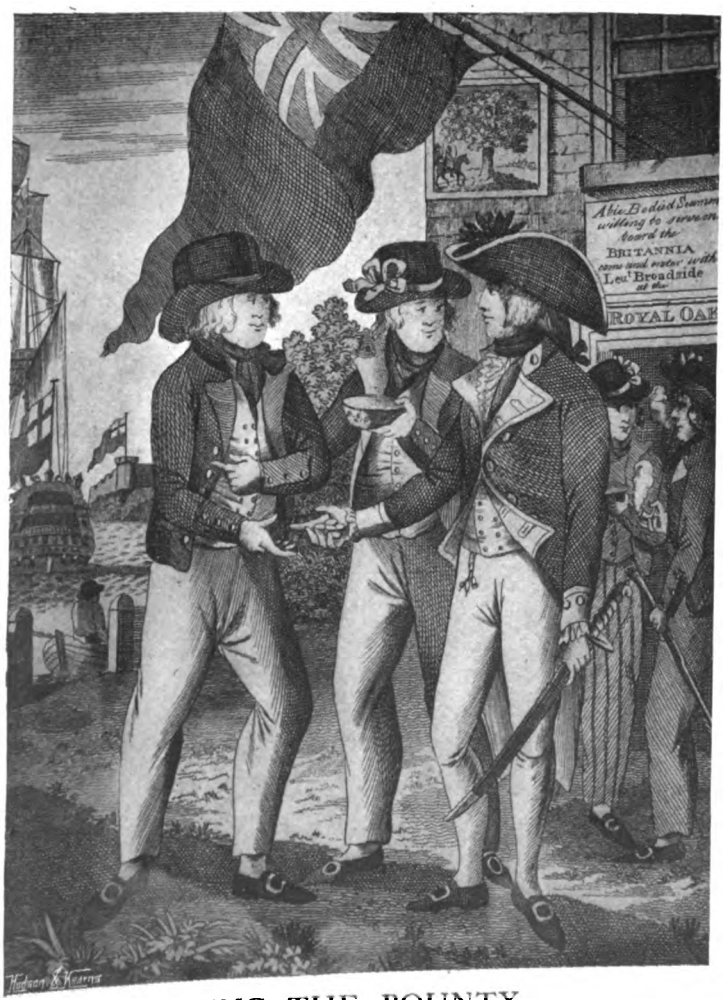
And also such, in outward appearance, were the men who went down with Kempenfelt on board the "Royal George." In their check shirts and striped trousers the tars of the Rodney time were not unlike their successors of Nelson's day, and in that regard our pictures would stand for either time. There was no regular uniform for seamen of the Royal Navy until about 1855, but all through the previous century, from quite early times, our seamen are constantly shown in pictures as wearing check shirts and fancy or striped trousers. Many pictures of various periods exist to the present time in which the men may be seen



THE SAILOR'S PROGRESS.

"Brave Will on the deck in the midst of a fight
Sees the enemy strike to his heartfelt delight."

[*From an old print.*]



TAKING THE BOUNTY.

"For his country's glory, Will Bobstay's heart glows,
Takes his bounty, and enters to conquer her foes."

[*From an old print.*]

dressed just as they are in these curious old pictures, which it is most probable were exhibited outside of some rendezvous such as is shown in one of them. These pictures appear to have been printed either at Sunderland or one of the towns on the North-Eastern Coast, and were doubtless used there for the purpose their appearance indicates. The dress of the seaman is characteristic.

It was not, however, so much that the eighteenth century tar fancied himself more got up in this way, but that check shirts and striped trousers came under the head of "pursers' slops," and were served out to the men who required fresh clothes by the purser on board ship as the civilian clothes in which they came on board were worn out. The picture of a seaman receiving the "King's Bounty" on joining the Navy, in front of a newly-commissioned ship's rendezvous for volunteers, recalls a phase of life in the Navy which, like the other picture of an old-time man-of-war's upper deck, now belongs to the vanished past. Yet at the commencement of one of our wars with France, in the days "when George the Third was King," such a scene must have been a common enough one at our seaport towns. Nelson in his despatches tells us, for one thing, that this was the way in which he manned his first big ship, the "Agamemnon," at the various seaports round the Norfolk Coast from Lowestoft to King's Lynn.

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A MOUNTED INFANTRY TYPE.

Photo. Copyright. *Knight.*

WAITING FOR THE WORD.

Bugler of the Guards Mounted Infantry at Aldershot.

During the recent mounted infantry training at Aldershot the Guards have given conspicuous proof of that adaptability which has of late years distinguished them, and has brought them such added reputation not only for physique and smartness, but for genuine all-round fighting efficiency, even in circumstances for which their training and environment may not have specially fitted them. The type here given of a Guards Mounted Infantry bugler does not show the latest pattern of service kit, it is true, but the old familiar uniform is what has been worn in the training, and it is not difficult to see that the class of youngster portrayed is a distinctly good one, whether for bugling or for more serious purposes.

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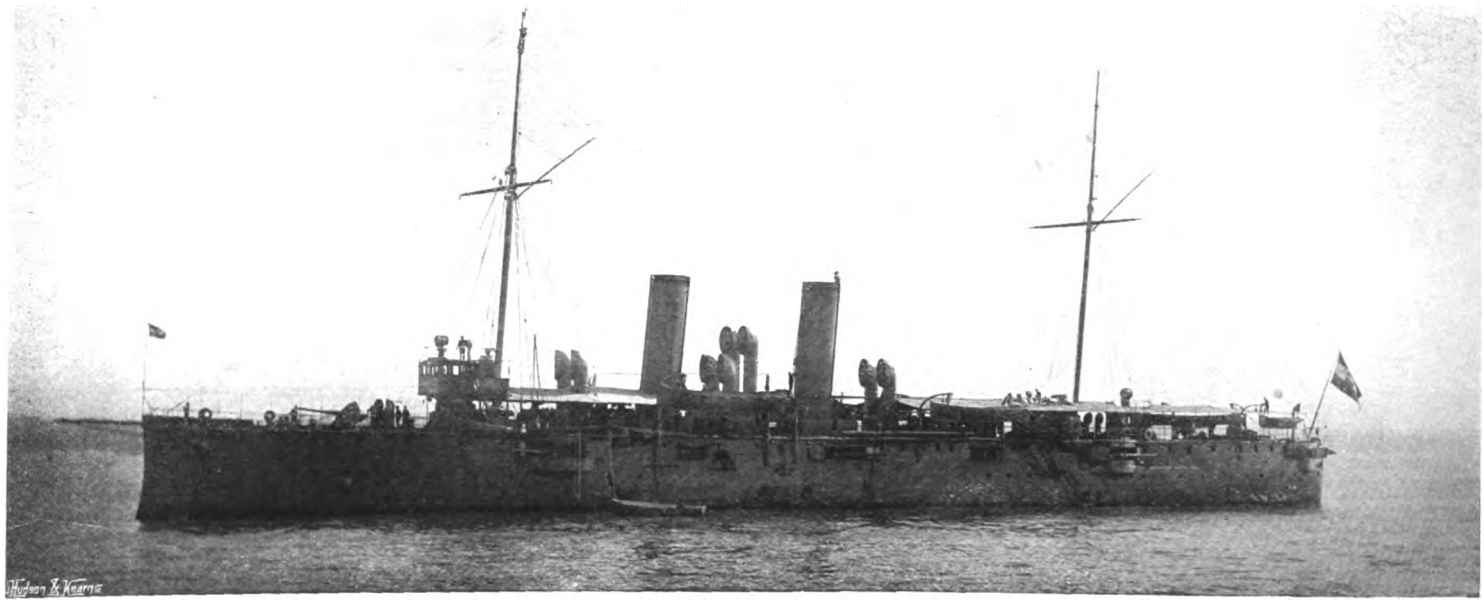
SOME BRITISH AND

Photo. Copyright

THE BRITISH HOME AN
At an



THE AUSTRIAN CRUISER "SZIGETVAR."

Laid down, 1899. Launched, October, 1900. Length, 313-ft. Displacement, 2,437 tons. Indicated horse-power, 5,000. Nom. speed, 17·5 knots. Heaviest gun, 4·7-in.

Photos. Copyright. Gregory.

THE GREEK BATTLE-SHIP "PSARA."

Laid down, 1897. Launched, February, 1900. Length, 234-ft. Displacement, 4,885 tons. Nom. speed, over 17 knots. Thickest armour, 13-in. Heaviest gun, 10·6-in. Built for an indicated horse-power of 6,700.

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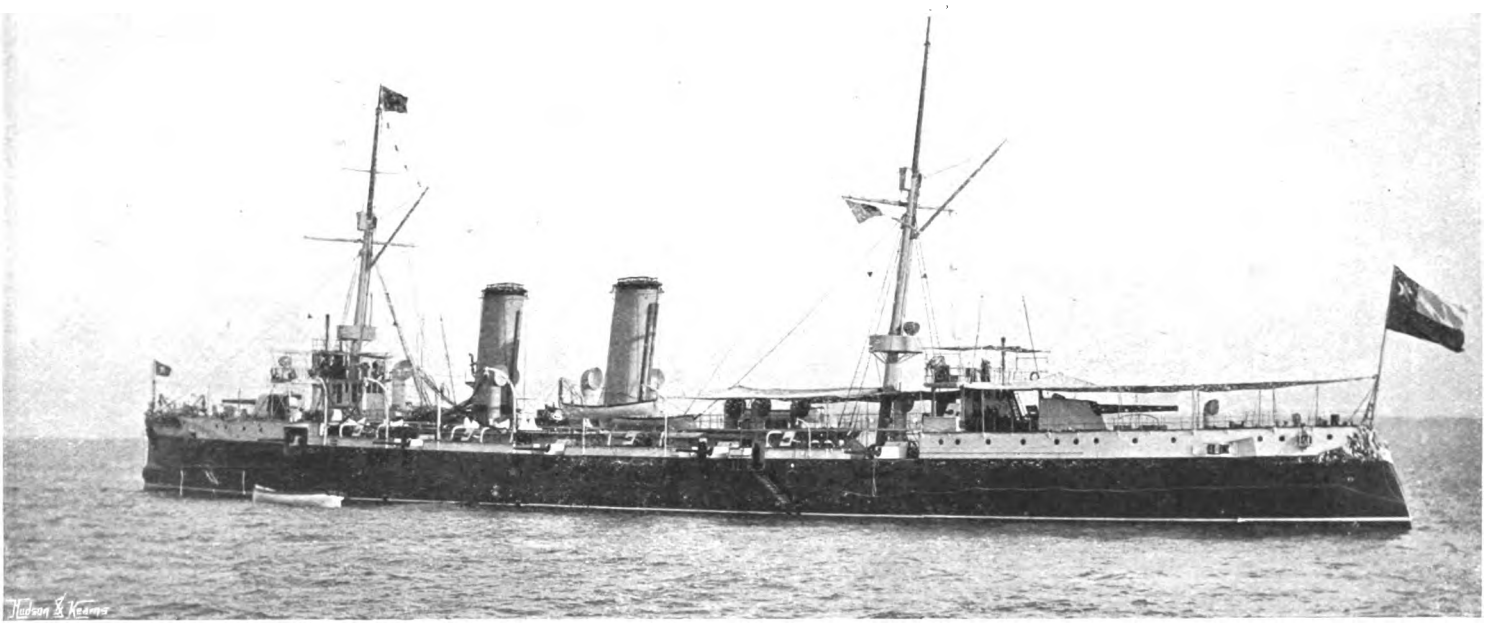
FOREIGN WAR-SHIPS.

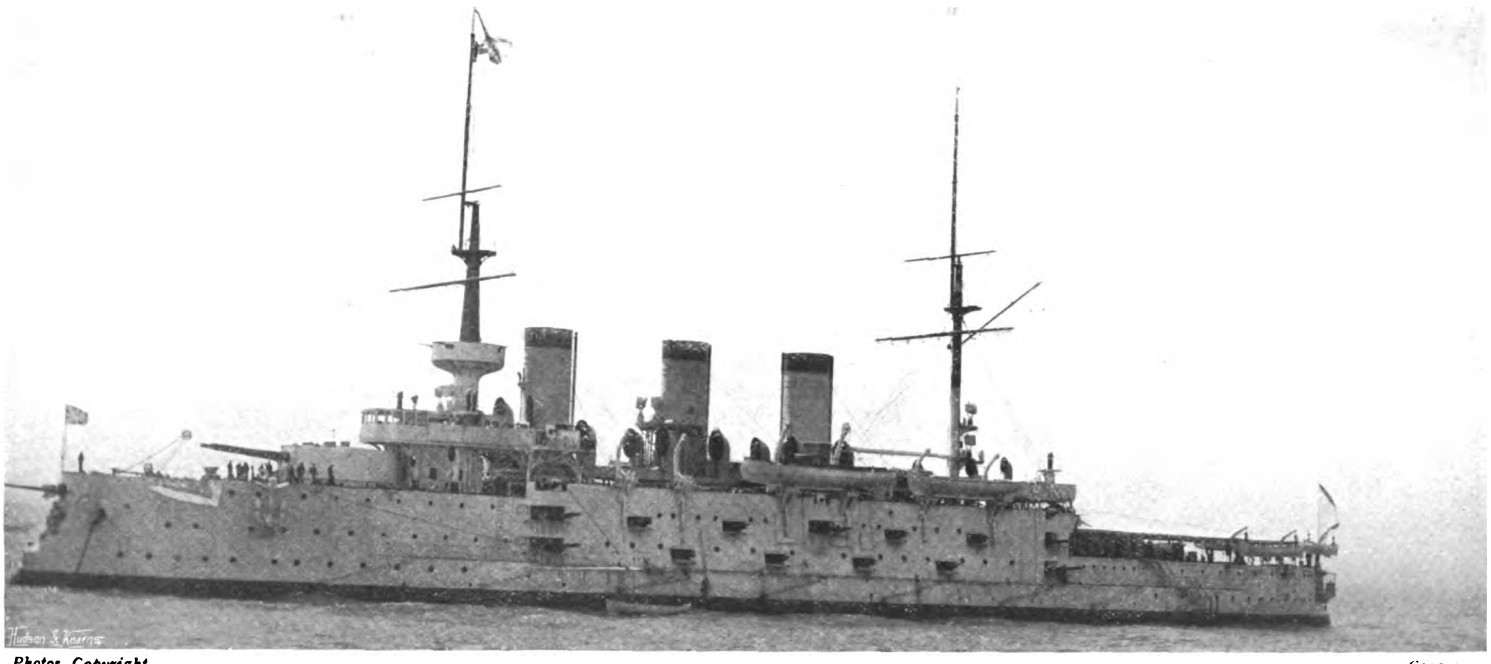
Crockatt.

CHANNEL SQUADRONS.
in Torbay.



THE NEW CHILIAN CRUISER "CHACABUCO."

This vessel, which has only recently been purchased by the Chilian Government, was built by Messrs. Armstrong, Whitworth, and Co. at their Elswick Yard. She has a displacement of 4,500 tons, a speed of 22½ knots, and carries a heavy armament.



Photos. Copyright. *Gregory.*

THE RUSSIAN BATTLE-SHIP "POBIEDA."

Laid down at St. Petersburg, 1899. Launched, 1900. Length, 435-ft. Displacement, 12,674 tons. Indicated horse-power, 14,500. Nom. speed, 19 knots. Thickest armour, 9-in. Heaviest gun, 10-in.

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MAJOR THE EARL OF WARWICK.
Warwickshire Imperial Yeomanry

THE MARQUESS OF HERTFORD.
Lieut.-Col. Warwickshire Yeomanry.

CAPTAIN R. C. STEPHEN.
Adjutant of the Regiment.

DEFENCE, NOT DEFIANCE

Citizen Soldiers in Town and Country.

By TRAINBAND.

THE recent determination of the authorities to form Auxiliary Forces Advisory Boards is a most excellent step, and one likely to prove of inestimable benefit. These boards will be assembled at the War Office, as occasion may arise, to consider important questions affecting the Militia, Yeomanry, and Volunteers, and to advise the Secretary of State and the Commander-in-Chief thereon. There will be certain *ex-officio* members, including the Permanent Under-Secretary of State, who will be chairman, and the Inspector-General of Auxiliary Forces. The remaining members, however, will be called according to the branch of the Service for which the board is assembled. For Yeomanry and Volunteers there will be one commanding officer, 2nd Army Corps, three commanding officers from the districts to be eventually formed into the 4th, 5th, and 6th Army Corps, and two officers to be specially nominated by the Secretary of State on the recommendation of the Commander-in-Chief. Of the six Volunteer officers, three are to be drawn from the Infantry, and one each from the Artillery and the Engineers. Such an equitable arrangement does it appear, that it is one with which the most captious would be disinclined to quarrel. As a matter of fact, the scheme is even more comprehensive, for, with a view of rendering the boards as representative as possible, consideration will be given in selecting officers for either Yeomanry or Volunteers to the different circumstances of units. Endeavours must also be made that corps recruited in urban districts, in large towns, and in country districts shall all be represented. In welcoming the promulgation of the Army Order giving effect to the formation of these boards it is hard to avoid exclaiming "Better late than never," for had they existed even less than a year ago, the agitation caused by the first issue of the revised Volunteer Regulations would assuredly have been avoided. Although it may now be generally thought, and indeed justly so, that the new Regulations have been fairly adjusted, the issue of the first revision, subsequently retracted, and the consequent protracted correspondence in the daily Press, cannot have exercised a good influence on the force either as regards discipline or recruiting. Moreover, when a special committee of Volunteer commanding officers was appointed there were not lacking critics who asserted that the members of this committee had themselves little or no experience of the particular corps and their circumstances, which would prevent them from being able to comply with the extra requirements imposed. For the future, when questions arise which necessitate an advisory board being assembled, if the members be selected strictly according to the letter of Army Order, no such charge could possibly be maintained. It is no exaggeration to repeat that the existence of boards so truly representative of the units, the circumstances of which both in Yeomanry and Volunteers necessarily vary very widely, augurs well for the satisfactory development of all branches of the Auxiliary Forces.

Quite recently have been arranged the preliminaries for the formation of the new North of Ireland Regiment of Imperial Yeomanry, which will have an establishment of 24 officers and 450 rank and file, divided into four squadrons. It is understood that recruiting for the corps is beginning at Belfast, under the supervision of the Earl of Shaftesbury, who has been appointed to the command. When the authority was issued some months ago to raise two regiments of Irish Yeomanry some surprise was occasionally manifested. It was generally known that for a long time neither Yeomanry nor Volunteers had been maintained in Ireland, as it had always been considered that the existence of such corps would not be unattended by risk, owing to the unfortunate extent to which political feeling is so often carried in that country. But perhaps the loyal devotion of the various Irish regiments of the Regular Army in South Africa, which led the late Queen Victoria to cause the Irish Guards to be raised, also made it apparent that the initial steps towards the representation of the Citizen Army on the other side of the Irish Channel might be safely, and indeed advantageously, undertaken. It is not irrelevant to here call to remembrance the excellent service performed of the Boer War by many battalions of Irish Militia, the men of which are drawn from a class that might certainly appear to be the most dangerous. There is every hope, therefore, that the new venture may prove successful. As a matter of fact, the disturbed state of Ireland towards the end of the eighteenth century caused many corps of Volunteer Yeomanry Cavalry to be raised. The majority of the members were drawn from the country gentlemen, who were frequently small landowners, and formed a class still proportionately far more numerous in Ireland, as in Scotland, than in England. Some of the regulations of these corps now seem very quaint. For instance, in the Orderly Book of the Muskerry Cavalry, a Yeomanry regiment which was not disbanded until about the year 1830, and was called together again, though never actually re-embodied, in 1843-44, one order concluded, "That the Guard for night duty get their supper, one Pint of Beer and two Glasses spirits to make Punch, and that Corporal Gollock is ordered not on any account to exceed the above allowance." Regarding this amusing and ambiguous order, it is presumed that it did not imply an estoppel on the corporal personally. Still, the different regiments of Irish Yeomanry performed good service in their time in patrolling the country at night, bringing law breakers to justice, and carrying despatches. There will, it is needless to say, be no idea of employing the new Irish Yeomanry on constabulary duties. This being fully recognised, it is hoped that recruiting may be brisk. The Irishman is innately a good soldier, and, above all things, loves a horse. The exercise of a little tact, especially in the selection of officers, may be

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necessary, but there is the prospect that ere long Ireland will furnish Yeomanry which would do credit to any army.

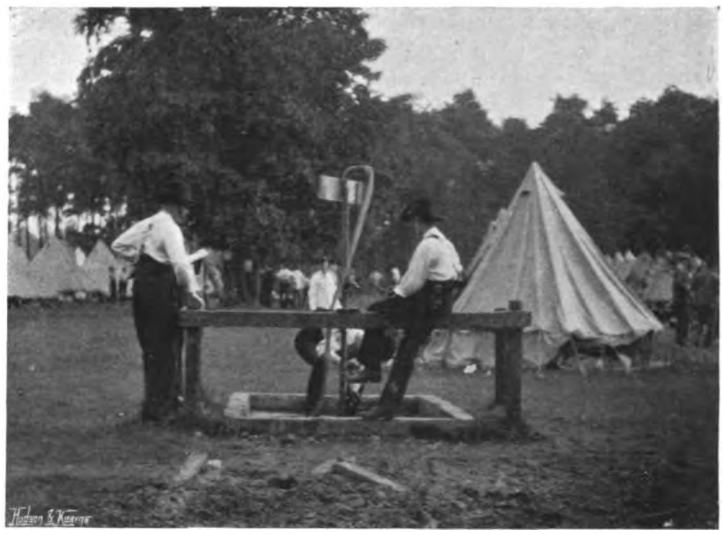
Some few days ago it was pleasant to notice that an Army Service Corps Company had been raised by the 2nd London Volunteer Infantry Brigade. The whole company is already complete, and has undergone instruction at the Army Service Corps Depôt. The lack of adequate transport arrangements has often been not unjustly pointed out as a great weakness in the existing Volunteer organisation, and it is known that the Commander-in-Chief has long been anxious that supply and transport duties should be undertaken by the various Volunteer brigades. Few will have forgotten the lamentable failure of the transport hastily improvised for the manœuvres on Salisbury Plain two or three years ago. Not unfrequently Volunteer corps have been in the habit of hiring both waggons and drivers, and as the latter, but temporarily employed, exhibit little or no interest in their work, the requirements of the troops whom they accompany must naturally suffer. Even in the somewhat rare cases in which they display any zeal, want of proper training often causes their energy to be misdirected. In the case of a battalion totally without transport equipment of any kind, the result of a hurried attempt to organise this necessity in the event of sudden emergency is not difficult to imagine. Confusion, expense, and general dissatisfaction would necessarily ensue from the hasty collection of unsuitable horses, fragile waggons, and stablemen without characters. It would be by no means a bad plan if every battalion of Volunteers was required to be furnished with at least one waggon and pair of horses per company, which could be requisitioned on the orders of the O.C. It is not improbable that a trifling retaining fee would easily secure a transport of this kind. If possible the drivers should be Volunteers; at any rate, they should be accustomed to yield unhesitating obedience to superior authority, and an attention to detail not usual amongst men who have never served. These drivers, with the horses and waggons in their charge, should from time to time be required to attend parade, and gain a practical experience of their duties. This proposal is naturally only suggested as a temporary measure, pending a better system. Nothing can be better than a trained Army Service Corps detachment, the officers and men of which have undergone proper instruction in their special duties, and whose efficiency should be gauged by their knowledge and skill in Army Service Corps subjects only. The company just raised, to which reference has been made, has been formed by enrolling efficient Volunteers, each of whom has, through his civilian vocation, a particularly practical knowledge of the duties he would have to perform on mobilisation. It is somewhat of a discrepancy, however, that the company belongs to the 2nd London Brigade, which in the mobilisation scheme is assigned to garrison duties. The brigades detailed for the Home Defence Field Army are obviously in more urgent need of such an auxiliary, and it is sincerely hoped that Army Service Corps detachments may be soon raised in all these last-mentioned brigades.

THE PUBLIC SCHOOLS UNDER CANVAS.

RUSTIC CAMP UPHOLSTERY.

Filling beds at the straw tent.

EVERY year that imposing military force which is represented by the mystic red letters P.S.B. upon the grey slouch hat worn by all its members—the Public Schools Brigade, composed of contingents from all the principal cadet corps of the public schools throughout the country—spends the first ten days or fortnight of the summer holidays under canvas upon the Government House Camping Ground at Aldershot; and every year the number of schools represented in the brigade increases, until now the accommodation provided is taxed to the uttermost. What steps the authorities propose to take in order to meet the growing needs of our public school army, which has been so much augmented since the outbreak of the late war, it is impossible to conjecture; certain it is that this year several of the recently-formed corps have been excluded owing to the somewhat unintelligible inability of those responsible to "see their way to extend the scope of the camp."



IN THE HEAT OF THE CAMP.

The pump opposite the canteen.

Photos Copyright.

AWAKENING THE CAMP.

Band playing reveille at 5.30 a.m.

"Navy & Army."

MATUTINAL ABLUTIONS.

The early morning crowd in the washing-place.

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The pity of the limitations thus imposed is all the greater in view of the excellent service rendered by the Public School Camp. Apart from the obvious beneficial effects produced by the open-air life and physical training of the camp life, the short spell under canvas affords unrivalled opportunities, of which the fullest advantage is taken, for sound instruction in military service. Since it is to the public schools that we must look, at all events while the existing state of affairs continues, for our future supply of officers, the importance of the Public School Camp is evident.

Réveille is sounded at 5.30 a.m. with a loud blare of bugles, and a rattling of drums that effectually puts an end to sleep, and stirs the slumbering camp to life. Scarcely have the first notes pierced the chill and misty morning ere some alert spirits may be seen crawling forth from beneath the tents and racing, towels in hand, towards the washing-place. Others follow at a more leisurely pace, until the canvas-enclosed space is filled with a crowd of naked, long-limbed, stalwart figures splashing and gurgling in absurdly small basins. Then comes the folding of blankets, followed by a short interval during which coffee and biscuits are served out preparatory to an hour's drill on the parade ground. At 7.45 the luckless tent orderlies fall in to fetch breakfast, which is timed for eight o'clock.

After breakfast comes the C.O.'s parade, preceded by prayers, a notable spectacle, with its attentive ranks of vigorous youths listening reverently to the brief words of the solitary white-robed figure of the chaplain. A very business-like body the Public Schools Brigade appears on parade, in grey slouch hat, uniform trousers, and flannel shirts with the sleeves rolled up. On the flank are the drums, a monstrous band capable of noise that would rouse the Seven Sleepers themselves, the Scouts, a distinguished corps composed of picked men from each school, and the Cyclists, likewise a composite body. Previous to last year the brigade was wont to parade in tunic as well as trousers, with singularly effective results from the spectacular point of view.

With the introduction of "shirt-sleeves parades"—a most excellent innovation—the uniform trousers worn afford the sole and somewhat unreliable means to the visitors of identifying the various schools.

From the morning's operations the brigade returns in time for the midday dinner at one o'clock, when large amorphous masses of meat are drawn steaming from the camp ovens and eagerly devoured by the hungry tent-crews, along with the solid and substantial puddings which the military cooks have been so busy with all the morning. During the afternoon comes a period of rest, followed by a final parade at about 4.30 p.m. At 6.15 the profane and perspiring tent orderlies fall in again to fetch tea, a delightful meal that occupies general and interested attention at half-past six.

Towards seven o'clock the band, attired in a wonderful variety of uniforms, begins to assemble in a corner of the camping ground. The sergeant-drummer takes the band muster, drums and bugles fall in at their allotted places, and at the appointed hour, with a sonorous crash, the stirring music of "Retreat" bursts out. Up and down and about again, turning through its own ranks, struts the band, with drums and bugles doing their deafening most, its progress watched by a motley crowd clad in every kind of *déshabille*. Then follow the mounting and inspection of the guard and picket, and the taking over of the guard-tent from the old guard, with all proper formalities. The rest of the camp repairs in person to the recreation tent, where, clambering upon the wooden forms and tables, it listens to the various songs and recitations contributed by officers and men, joining uproariously in the choruses, and applauding with startling effect, until interrupted by the overwhelming noise of tattoo, signalling the close of the performance.

And so to bed; while the Old Boy leans on the fence, and watches the long lines of tents gleaming white in the moonlight, shining at first phosphorescently with the lantern light beneath. And listening to the subdued murmur of the camp, gradually subsiding into silence, broken only by the occasional sharp, sudden challenges of the sentries, and the distant bugle calls from far-away camps, he thinks of old days, and, remembering them, cannot but wish himself once again a humble private in the ranks of the Public Schools Brigade.

IN THE PUBLIC SCHOOL LINES.
A typical scene in camp.

Photos, Copyright. "Navy & Army."
MARLBOROUGH IN ACTION.
At a public school field day.

TENT ORDERLIES DRAWING RATIONS.
A motley crew of those that stand and wait

ON COVE PLATEAU.
Drawing water from a stand-pump.

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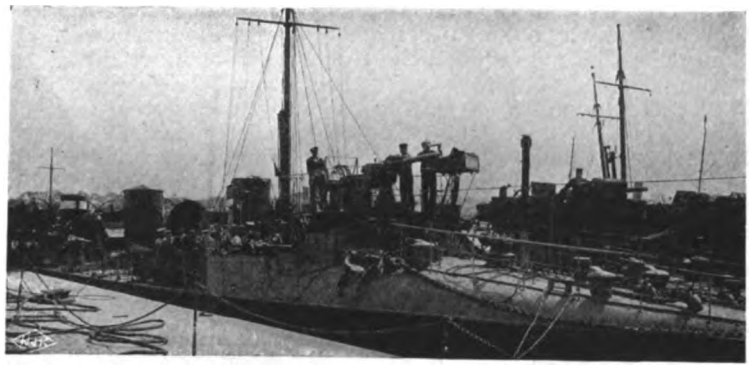
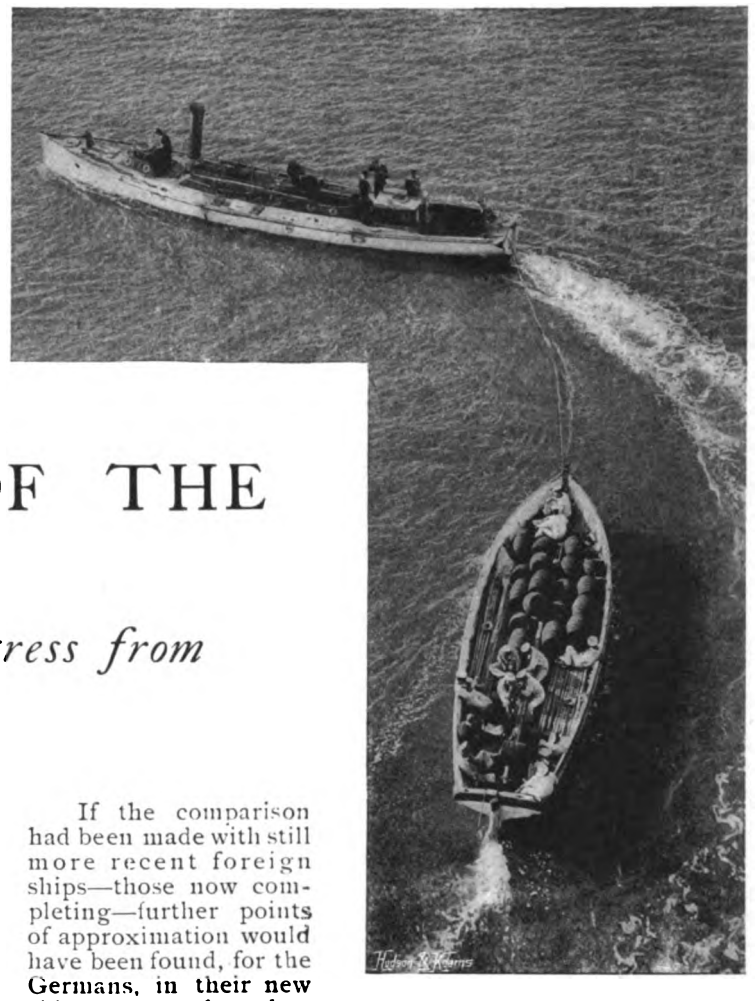


A TORPEDO FLOTILLA.



TAKING STORES ABOARD.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

A FACT which must have impressed everyone who witnessed the recent great array of war-ships at Spithead was that, in all essential matters, they approximated somewhat closely, as battle-ships or cruisers, according to their class, to a single type. In the progress of our own Navy we saw the broadside principle, exemplified in the old line-of-battle ships, carried out in early broadside ironclads, like the "Warrior" and "Black Prince." Then came a new principle, which gained strength from the successes of the "Merrimac" and the "Monitor," inducing what is now considered an exaggerated importance assigned to the ram, exerting its influence in the direction of providing for a heavy fire ahead. The advantage of the turret was recognised, and broadside and turret fire were combined in various forms and interesting developments. Out of the various tactical ideas which influenced the building of ships came the barbette and turret battle-ships of the present day, whose essential feature is the carrying of four heavy guns in two armoured turrets or barbettes, united with a powerful broadside armament of guns of 6-in. calibre or thereabout.

In this matter the British Navy took the lead, and it is a little soothing to our national pride that foreigners have followed our example. The French have abandoned the lozenge disposition of guns, which gave them the "Hoche," "Jauréguiberry," "Carnot," "Magenta," "Marceau," and "Neptune." The Germans no longer apply the triple barbette system, adopted in the "Brandenburg" class, by which they sought to secure the fire of six heavy guns in such mountings on either broadside, and of two right ahead or astern. The Italians no longer place turrets or barbettes in echelon, as in the "Andrea Doria" and her sisters, or in the "Duilio" and "Dandolo." The Russians are not repeating the singular triangular arrangement of barbettes adopted in the "Catherine II.," "Chesme," "Sinope," and "Georgi Pobiedonosetz." In every Navy there is an approximation to the British type of ship, of which Sir William White designed so many. Three foreign battle-ships were at Spithead which, in the broad lines of their construction, were all similar to the "London" or the "Majestic." Such differences as were found between those British vessels and the "Illinois," "Kaiser Friedrich III.," and "Pobieda," or between the characteristics of these foreign vessels themselves, were in matters of distribution of armour or in other details of construction. The conclusion to be drawn from this approximation is that the British type of battle-ship has been approved by the most eminent constructors of other countries. There are some indications, it is true, of fresh variations in design, but they are not yet pronounced, and up to the present the lead of the British Navy has been followed.

It may be interesting now to show in a tabular form what are the main elements of similarity in some typical modern completed battle-ships, and then to indicate in what features their differences lie.

Nationality.	*Name.*	*Displacement. Tons.*	*Main Armament.*
British ...	"London"	15,000 ...	4 12 in., 12 6 in.
French ...	"Suffren"	12,728 ...	4 12 in., 10 6·4 in.
German ...	"Kaiser Friedrich III."	11,150 ...	4 9·4 in., 18 5·9 in.
Russian ...	"Retvizan"	12,700 ...	4 12 in., 11 6 in.
American .	"Illinois"	11,565 ...	4 13 in., 14 6 in.
Japanese ..	"Mikasa"	15,200 ...	4 12 in., 14 6 in.

If the comparison had been made with still more recent foreign ships—those now completing—further points of approximation would have been found, for the Germans, in their new ships, have adopted a high-powered 11-in. gun (with 14 6·7-in. quick-firers), and the Americans a 12-in. gun, as in the "Maine" and her sisters. The similarity, however, is sufficiently conspicuous; each of these typical battle-ships carries four heavy guns in pairs in two turrets or barbettes, one forward and the other abaft, in the keel line of the ship—the distinction between the turret and barbette is dying out as protection is added for the guns in the latter—and a slightly varying number of secondary calibre mainly on the broadside. In British battle-ships the effort has been to provide large coal capacity and ammunition stowage, combined with a maximum of protection. Foreign builders have sacrificed much to complete armouring for the water-line, and we are approaching to the uniform type in abandoning unarmoured ends, which exist in the "Royal Sovereign" and "Majestic." The "London" is armoured up to the bows, and the "King Edward VII." will have complete water-line protection, as in the "Suffren," and the latest German, United States, and Japanese ships. But this armouring is not to be considered apart from the protection of the gun emplacements. Here the "London" has the advantage of the "Suffren," in which there are unprotected bases for turrets; the German and Russian ships present points of inferiority in this latter direction; but the Japanese and American ships are in such respects equal to our own.

In comparing the disposition of guns of the secondary calibre differences are disclosed. We have long favoured the system of casemates, while the French, Russians, and Germans gain the great advantage of a wide training arc by adopting turrets for such guns on the upper deck. Scattered casemates present the danger that shells may penetrate between them, and work havoc within the ships and upon their scantily protected rears. Hence comes the plan of having all the casemates within a central citadel, as in the "Mikasa," the result being the "box battery" applied in many American ships. Our own new ships are to be similar to the "Mikasa" in battery protection, but will have turrets on the upper deck. As is well known, the Americans have boldly adopted the plan of mounting secondary turrets on the top of the big ones in some of their ships, but there is no uniformity of view as to the advantages of such a system. A general tendency is observable towards a still better protection for guns in turrets and batteries. Broadly, we may conclude that foreign ships, ton for ton, carry a larger armament than our own, though it is still a question whether they do not forfeit some things that we consider essential.

The tendency is more marked in the case of cruisers, but here, again, it is very interesting to observe an approximation to a uniform type. Let us take quite modern armoured cruisers of principal Powers for the purpose of comparison,

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selecting those of something like the same displacement as far as may be possible:

Nationality.	Name.	Displacement. Tons.	Main Armament.	Speed. Knots.
British	"Cressy"	12,000	2 9·2 in., 12 6 in.	21·0
	"Drake"	14,100	2 9·2 in., 16 6 in.	23·0
French	"Léon Gambetta"	12,550	4 7·6 in., 16 6·4 in.	22·0
German	"Fürst Bismarck"	10,650	4 9·4 in., 12 5·9 in.	19·0
Russian	"Gromoboi"	12,336	4 8 in., 16 6 in.	20·0
American	"West Virginia"	13,680	4 8 in., 14 6 in.	22·0
Japanese	"Asama"	9,750	4 8 in., 14 6 in.	22·0

Such a tabulation can suggest but imperfectly the resemblance between modern armoured cruisers. Except in the "Gromoboi," which is of a slightly older type, each of these vessels has a barbette or turret forward and another abaft, mounting severally two of the heavier guns, save that our own ships have but a single gun in each of those positions. The other guns of large cruisers are variously mounted. In the "Drake" they are in eight superposed casemates; in the "Fürst Bismarck" in turrets and central casemates; and in the "West Virginia" and "Gromoboi" in central casemates. The "Asama" might, perhaps, be better contrasted with our *County* class, to which she is superior in armament. It has never yet been satisfactorily explained why our cruisers are deficient in gun power. In range and steaming qualities they are probably unsurpassed, though in that matter our rivals are not far behind. The French claim for their new cruisers that they will present the happiest combination of qualities—a heavy armament, twelve of the secondary guns in turrets, a complete armoured belt, armour enveloping the bows, two armoured decks, a speed of 22 knots, and an extreme range of 12,000 miles. They promise, truly, extremely well, and the French maintain that their trial speed of 22 knots will be equivalent to a little more than the 23 knots of the "Drake," in the conditions in which the trials are severally made. Evidently, many of these armoured cruisers are adapted to "lie in a line." Let us then give to British cruisers guns as many and as powerful as may be possible. In such vessels, a great deal must be sacrificed to speed and range. Hence it is that the similarity of type in cruisers is not so pronounced as in battle-ships. The character varies according to the proportionate value set mainly upon the qualities of armament, speed, and range of action, but the importance of the gun is now more fully recognised than ever, and in cruisers larger calibres for secondary guns are eminently desirable.

THE MARINE NURSERY.

ALTHOUGH the Royal Marines trace their ancestry back to 1664, it was not until 1755 that, by an Order in Council, the then existing units were rendered homogeneous, and a force of 5,000 men, in fifty companies, was definitely placed under the Naval authorities. They were to be stationed at Chatham, Portsmouth, and Plymouth, the fourth, or Woolwich Division, not being added until 1805. In 1862 the Artillery companies were separated from the Light Infantry and formed into a separate division, stationed at first at Fort Cumberland, Portsmouth, and subsequently at Eastney. Since 1869, when the Woolwich Division was abolished, and a depôt formed at Walmer to take its place, the Royal Marine Light Infantry have been grouped in three divisions at Portsmouth, Plymouth, and Chatham. All recruits for both branches join the Walmer depôt, where they are pretty thoroughly trained before joining their divisions, the course lasting about a year, and including instruction in gunnery. The depôt is really at Lower Walmer. The barracks there were erected in 1795, and consist of commodious red-brick buildings covering an area of twenty-two acres. Formerly the first or north barracks were intended for infantry, the centre barracks for cavalry, and the third or south barracks for infantry again. Since there are no Horse Marines, however, some 1,200 embryo artillerymen and infantrymen occupy the lot. In the old days the Walmer barracks, for internal arrangements, as well as the salubrious situation, were considered superior to any other barracks in the country. Two or three years ago they were enlarged and improved, and to-day maintain their originally flattering reputation. Adjoining the barracks is the Royal Marine Infirmary, likewise erected in 1795, as a Royal Naval Hospital. Later on, though, it was converted into a coast-guard station; but during the Russian War it reverted to its original use, and its wards were fitted with beds for the sick and wounded of the Baltic Fleet. Since 1869, when Walmer became a Marine preserve, it has been used as a Marine hospital. It is a picturesque and fine building, with a frontage of 360-ft. There is a portico in front, and the centre of the roof is surmounted by a cupola. The Royal Marines are recruited under the long-service system, and there is never any lack of applicants for the Walmer depôt. The strength of the corps, which stood at 18,563 in 1900-1901, is now to receive a further increase of 1,000 men. Not everybody who wishes to become a Marine is accepted by any means, for this splendid force forms a veritable *corps d'élite*, or one of carefully picked men. There are recruiting offices at London and the principal provincial towns.

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SUNDAY MUSIC.

The Marines' Church Parade at Walmer Depot.

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OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

BRANDING CATTLE.

AT the close of the week in which this issue of NAVY AND ARMY ILLUSTRATED is published the installation of His Highness the Maharajah of Mysore will take place, the Viceroy being present in person, and everything being done that can be done to accentuate such an important and auspicious event. The Maharajah is only eighteen years of age, and during his minority the State has been administered by his mother, the Maharani-Regent, a very remarkable woman, who was left a widow in 1895, and has displayed admirable qualities in the discharge of onerous duties and the upbringing of her children. A fine tribute was recently paid to Her Highness on the occasion of the Maharajah's birthday, when, at the commemorative banquet, a senior clergyman present remarked, amid great cheering, "In my opinion there is no nobler lady in India than Her Highness of Mysore, and her name will go down to posterity coupled with those of the best and greatest women India has known."

The Maharajah of Mysore has been very carefully trained, and is very popular with all classes of his subjects. Of these he has some five millions—about the population of Canada—spread over an area of about 30,000 square miles, which, compared with the three and a third millions of square miles of which the Dominion consists, is a little cramped, perhaps. But it suffices, and Mysore, with its big tracts given up to coffee cultivation, can scarcely be called overcrowded. The Maharajah is entitled to twenty-one guns, a distinction enjoyed by only two other Indian ruling chiefs, the Gaekwar of Baroda and the Nizam of Hyderabad, and it would be difficult to overrate his importance as an independent Native ruler. The State maintains some excellent Imperial Service Troops, the Mysore Lancers, which owe their efficiency largely to the Sardar Desaraj Urs, a keen soldier who saw active service with one of our own native regiments in the Burma Campaign. The Mysore Lancers, it may be remarked, were formed out of the small standing army which used formerly to be maintained by the Mysore State, and the cavalry of which was always notably efficient, being recruited from the classes which furnished the troops of Tippoo Sultan in the last century. Thus happily are the memories of a bloody conflict like the storming of Seringapatam blended with the brighter associations connected with the installation of a youthful Maharajah of Mysore by a British Viceroy.

A correspondent of the *Times of India* has been stirred, by some of the foolish questions about India which have been asked in Parliament during the past session, to produce an amusing skit purporting to be notes of future questions with which Lord George Hamilton is to be bombarded at an early opportunity. One of these questions is to the effect "that the high-handedness of the Governor-General in Council is not confined to official acts, but finds expression even in the domestic circle. Is the right honourable gentleman aware that the A.D.C.'s are not even allowed to have tapioca pudding for tiffin?" Again, will the Secretary of State for India cause enquiries to be made as to whether the comfort of the herons in the Victoria Gardens "is in any way interfered with by the manœuvres of the Bombay Light Horse in the vicinity?" It is, perhaps, hardly to be expected that this good-natured satire will have the effect of diminishing the volume of rubbish which is annually talked about India even in the House of Commons, but it is pleasant to note that the anxiety of some of our legislators to take India under their special protection is rated at its proper worth in the Great Dependency itself. At times it cannot but be a little exasperating to the better-educated Indian public, which has a very clear idea indeed of what it needs in the way of home ventilation of Indian subjects, to see itself "let down" by the tendency of some ignorant M.P. to waste the time of Parliament over the most trifling Indian topics.

There has just been another regrettable case of "running amok" in an Indian cantonment, a sepoy of the 3rd Bombay Light Infantry having shot the subadar-major of the battalion, and subsequently killed a woman and then himself. Such crimes are not, as a rule, due to any lack of discipline, but simply to the occasional tendency of the native to brood over some minor grievance—in this case the man had been deprived of his stripes for carrying off his brother's wife—until he "sees red" and feels he must kill someone. The wonder is that more fatalities do not occur, for, notwithstanding the extreme care that is taken in issuing ball ammunition to sepoys, it is impossible to prevent a few rounds going astray occasionally. Colonel Piers, the commanding officer of the 3rd Bombay Light Infantry, and his wife, who were out driving, had a narrow escape of being attacked by the murderer, for the latter would certainly have turned his rifle on them if he had seen them. Their trap passed along the road only a few moments after the sepoy crossed it on his last deadly errand, and Colonel Piers was already on his way to look for the man with some sepoys of the guard, when it transpired that the maniac had committed suicide.

It is said that Lord Curzon after installing the Maharajah of Mysore will go into camp for a few days for bison shooting. Doubtless peculiar caution will be exercised in view of the details which have just arrived with reference to the recent tragic death of Major Hibbert, who was gored by a bison in the Raipur jungles and expired two days afterwards. Major Hibbert had mortally wounded the bison, and, following him up, had found him seated in an open glade. Thinking the brute was on the point of expiring he incautiously approached, when the great beast rose and charged, first tossing the unfortunate sportsman into the air and then goring him as he lay on the ground. It seems strange that a man with any considerable experience of big game-shooting should have made such a sad error, for almost everyone takes special care in approaching a wounded animal of the dangerous sort, and, even if it is to all appearance stone dead, it is usual to make sure by throwing a clod or two of earth at it. In countless instances a desperately wounded animal has roused himself, as this bull bison did, and wreaked a final vengeance on his destroyer. One can only surmise that Major Hibbert had intended to give a *coup de grâce*, but that the suddenness of the charge took him completely by surprise.

Talking of *Shikar*, a queer wild beast of a wholly mysterious sort is reported to be playing sad pranks in the Kulu Valley, and a party of sepoys has been sent out in the hope of securing it. The beast, which is said to resemble a sort of cross between a black and brown bear, recently killed a bullock, dragged the carcase all round the precincts of a temple, and then proceeded to eat it on the temple steps. When attacked by dogs it pelted them with pieces of beef, and, while the dogs were enjoying these toothsome missiles, it leisurely made its escape. On another occasion a woodman saw it attacked simultaneously by two black bears, both of which it killed by knocking them over a precipice. If the beast be itself a hybrid bear it is certainly an advance upon the usual Indian variety, which is chiefly remarkable for its tendency when roused to come trundling down the hillside at you like, as Phil Robinson says, "an ill-tempered portmanteau."

I have a bear story which I think the readers of these

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notes will find new, and the authenticity of which is, of course, beyond question. It used to be told by a friend of a friend of mine, whose name I have completely forgotten—if I ever knew it—and whom I will call Ignotus accordingly. Ignotus, returning to camp after a day's shooting, suddenly came in sight of a big she bear with two cubs following in single file, proceeding along a ridge, the forms of the three being sharply silhouetted against the sky. It was a very long shot, but he determined to try it, so drew a bead on the old she bear and fired. The result was curious. The procession stopped, the she bear scratched herself hastily, then turned round, and, regarding the cub immediately behind with grave disapproval, boxed its ears soundly, and then went trundling on along the ridge, evidently under the impression that her frolicsome offspring had been up to some unusually objectionable tricks.

HOCKEY IN INDIA.

THE ancient game of the hooked stick, whether it be called "hockey," "hookey," or "hawkey," has become very popular in India, and especially in the Punjab. For many years after its disappearance from England this game was continued in Ireland under the name of "hurley," and many of our more elderly Irish readers will remember with what enthusiasm the county hurling matches were carried on, and how keenly they were criticised by the onlookers. This keen criticism led to the pithy proverb that "the best hurlers are always in the ditch," which being interpreted means that those who do not take part in a game generally know more about it than those who do—an opinion held in many other games than that of "hurley."

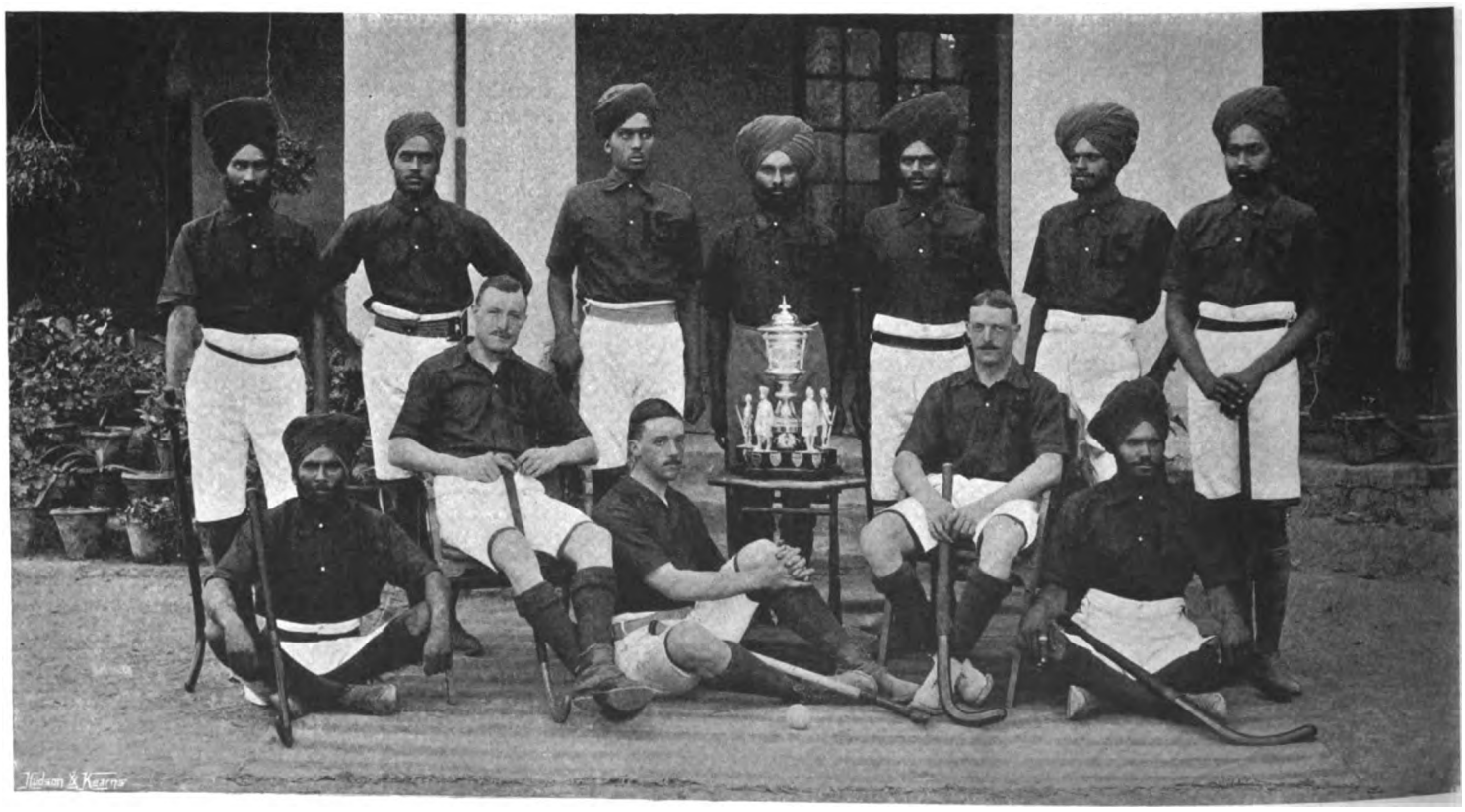
The Irish game was wild and the rules were vague. A disputed point generally led to a free fight, necessitating the interference of the priest or some other popular person in authority. Gradually then the popularity of the game died out, and even in Ireland a game which led to constant disputes became "taboo." For years one never heard of a great hockey match, until the present rules were decided upon, and the game became nearly as popular as football. It took some time, however, to spread to India, and even when we had in England several ladies' clubs, as well as men's clubs, the game was not a recognised one in our Indian Cantonments. It may be remarked, in parentheses, that polo, a game borrowed from the Persians and Indians, was at first familiarly known as "hockey on horseback," though the old game of foot-hockey was not heard of. The game of the Manipuris, the great exponents of the original pony game, was not unlike that of the modern hockey. They played on very small ponies, as Englishmen did originally, before the present galloping game of polo was recognised as the only game. The present writer remembers well when there were two games of polo at Calcutta, one on small ponies and another on those of 13-h. 2-in., which was regarded as an extreme height. The sporting Maharajah of Kuch Behar, now in London, played in both games, forwarding, as he always has done, all sorts of good sport.

To hark back to hockey, which is now firmly established in most of the native regiments in India, and especially in those of the Punjab, it may be mentioned that the chief difficulty in starting it is to make the men adhere to rules. A new player thinks it very hard lines to be ruled off-side or to incur a penalty by lifting his stick above the shoulder. He thinks that these "wilayati" (rules) are framed to impede the free and independent play which he loves. Very soon, however, he grasps the situation, and sees the reason of the rules, and he becomes as keen an enforcer of them as he was before a denouncer. We are told that this peculiarity is not confined to Indian players, but that a similar difficulty is found in training teams at home.

The 15th Loodhiana Sikhs, whose team we show in our picture, were the winners of the last Punjab Native Army Hockey Tournament, played last Christmas at Lahore. The runners up on this occasion were the representatives of another splendid regiment—the 26th Punjab Infantry. The final game was a splendid one, and the winners secured victory by the narrow majority of one goal to love. The Loodhiana Sikhs have always been a popular regiment in the Indian Army, and any success of theirs is, for some reason not easily discernible, peculiarly acceptable to Thomas Atkins. Wherever the 15th Sikhs have been quartered there has sprung up an unusual brotherhood between them and their European brothers in arms. It was good to hear the way in which the Royal Scots Fusiliers cheered this regiment on meeting it returning from the front when the Scots themselves were going out. The Sikhs cheered back, wishing their comrades good luck, and in the two battalions there was not a face that was not smiling.

The conditions of the Hockey Cup only allow of three European officers of the contending corps competing. Our picture shows that the 15th furnished its full quota. The tournament of last Christmas was only the second one in which the Native Army of the Punjab competed for the cup. The first tournament was won by the 38th Dogras, a very distinguished regiment, of which we have published illustrations from time to time. On this first occasion the 15th Sikhs were the runners-up.

The picture which we publish reaches us from Hampton Court, where the representatives of the gallant 15th could no doubt tell visitors much about hockey.



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WINNERS OF THE PUNJAB NATIVE ARMY TOURNAMENT.

British and Native members of the winning team.

Reading from left to right the names are—Back row: Sepoy Harnam Singh, Sepoy Sardara Singh, Sepoy Bir Singh, Sepoy Kharan Singh, Sepoy Fatch Singh, Sepoy Kala Singh, and Sepoy Jassa Singh. Front row: Sepoy Ram Singh, Lieu. W. W. Muir, Second Lieut H. G. Wilmer, Lieut. W. G. K. Gough, and Sepoy Bagga Singh.

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SERGEANT INMAN.
A crack shot at the Mediterranean Bisley.

A GRAND ARRAY OF TROPHIES.
How the Malta Command encourages marksmanship.

SERGEANT-MAJOR SCOTT.
Who made an aggregate score two points short of the possible.

A MEDITERRANEAN BISLEY.

THE island of Malta has been known by several significant appellations during the centuries in which it has obtained a place upon the pages of history. The patriotic Maltese have long called their shadeless island in the middle of the sea "Fior de Mondo"—"flower of the world"—although, as a matter of fact, Malta has a bare, stony appearance, owing to the absence of trees and the fact that the fields and gardens are enclosed in high walls to shelter the crops against the violent winds; yet, when one does get a glimpse of them, the flowers of Malta are proverbial for their loveliness. At the present day Malta is often called the "Queen of the Mediterranean," not only because of its commanding position, dominating, as it were, the coasts of Europe, Asia, and Africa, but also as possessing a degree of historical and up-to-date picturesqueness unsurpassed by any land between the Columns of Hercules and the coast of Asia Minor. However, there is another piece of nomenclature which, in view of the details about to be set forth in this article, might be aptly applied to Malta, viz., the "Mediterranean Bisley" the latter being a fitting companion to the name which the late Lord Beaconsfield bestowed upon it from the enormous strength of its fortifications, to wit, "the little military hothouse."

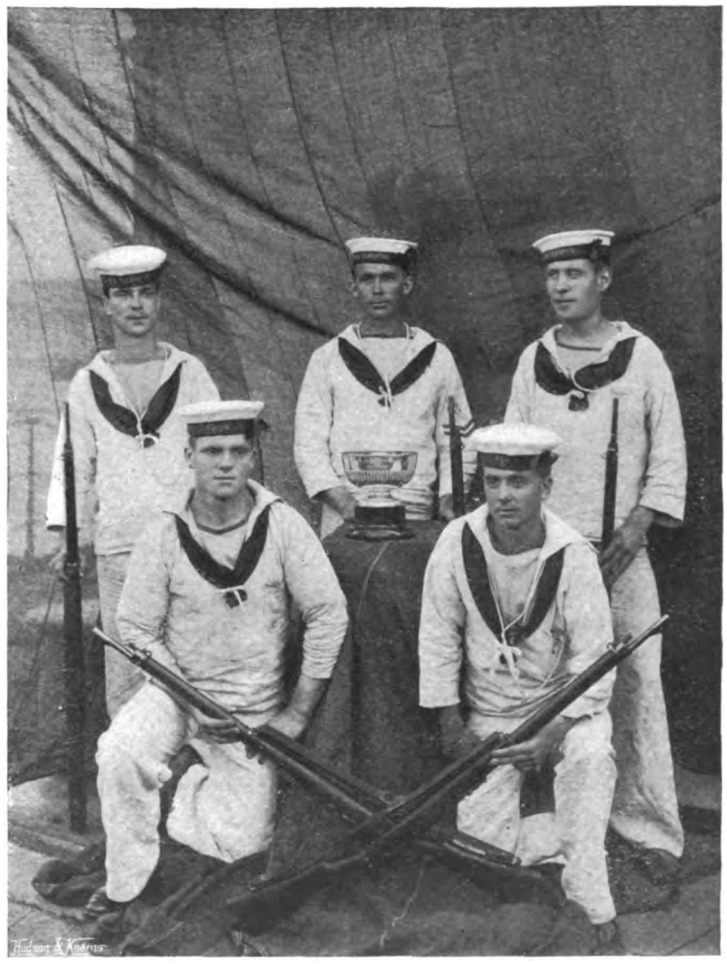
Malta is in no sense a colony, but it is not perhaps generally realised that it is much more of a military fortress than Gibraltar. As an effective base of Naval and Military operations, and as an essential outpost for keeping open the route to India, the strategical importance of the island cannot be overrated. It is, in short, the strongest link in the chain which connects Great Britain with her possessions in the East, and as such the headquarters of the Mediterranean Fleet; the principal coaling station for merchant vessels as well as the Navy in the Mediterranean; the depôt of a brigade of infantry, always kept upon a war footing and known as the "Indian Contingent," which would be already halfway towards its objective point if circumstances demanded its despatch to Calcutta or Bombay; and a valuable sanatorium for troops employed in the Orient.

The garrison of Malta, under Governor and Commander-in-Chief General Lord Grenfell of Kilvey, G.C.B.,

Photos. Copyright.

NAVY PISTOL EXPERTS.

The "Royal Sovereign's" team of officers, winners of the "Barfleur" Challenge Cup.



F. J. Noonan.

A TEAM FROM THE "CANOPUS."

It carried off the Admiral's Cup in the Land Attack Competition.

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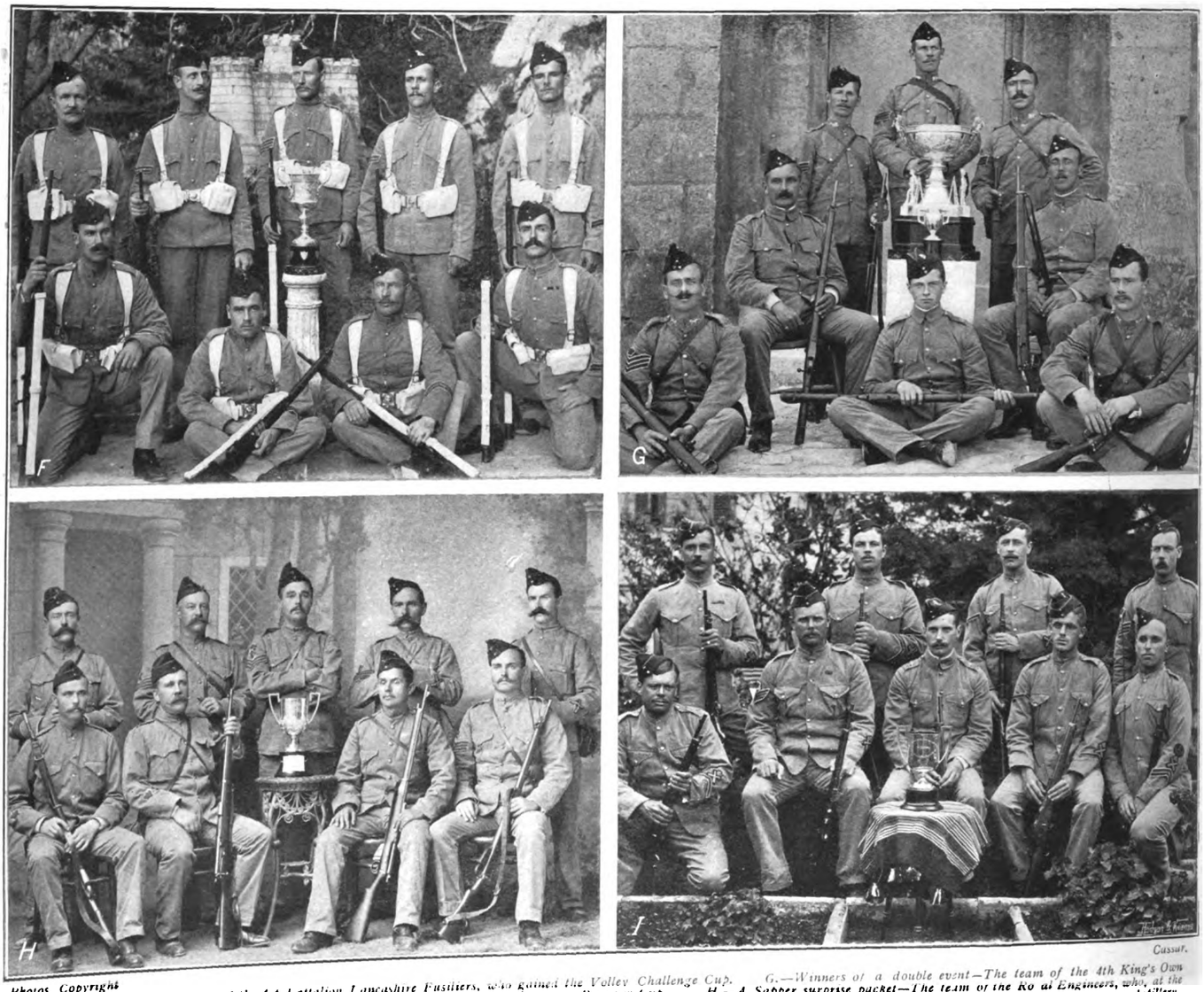
G.C.M.G., now numbers 10,840, including the Royal Malta Artillery, 859. From what we have already said relative to the strategic importance of the island, it is not surprising to find that the garrison of Malta should bear a high reputation for all-round efficiency. There is plenty of work to be done at this station. The Artillery are being constantly trained in the forts, which render the capital of Valetta impregnable; the submarine miners practise their craft in the noble harbour; while the infantry undergo elaborate manœuvres, which, considering the comparatively small area available, are a triumph of realism.

One of the great events of the Malta calendar, however, is the annual Naval and Military Rifle Meeting, held, as a rule, during the first fortnight of June. This fixture is a regular Bisley, and has attained considerable fame on account of the excellent marksmanship which it produces, and the keenness displayed by the competitors for the long list of valuable prizes. We propose furnishing an account of the last, the twenty-second, annual meeting, which opened under the most favourable circumstances ever known since its institution. Not only were the number of competitors far in excess of those in previous years, but the trophies and prizes offered were of a more lengthy and liberal description than had ever yet been the case, and for the latter satisfactory state of affairs voluntary donors were mainly responsible. The working committee therefore had no light job of it in arranging the preliminaries of and stage-managing this record meeting. Just before the fixture opened it was seriously feared that, in spite of one new range having been laid out during the past year, the accommodation provided would prove inadequate for carrying out all the competitions in the allotted time. The latter was necessarily limited, because the Mediterranean Fleet was due to weigh anchor for its manœuvres on the day following that fixed for the distribution of prizes. Happily, however, the programme panned out all right, although in order to make it do so it was found necessary to eliminate pool targets and certain sweepstake competitions; also to abbreviate the chances usually allowed the "All Comers" of trying to excel their previous best scores at respective ranges.

The only drawback to the complete success of the meeting was the unpropitious weather, for a strong wind—and the latter is described officially as "the chief cause of trouble to the shooter"—prevailed throughout, while, again, the fact of the sun being constantly obscured by a succession of light, fast-travelling clouds, caused many mistakes in the way of excessive elevation or depression. Nevertheless, these meteorological difficulties had the effect of putting competitors more on their mettle, so to speak, and when the 500-yds. range was reached, some magnificent marksmanship was displayed, for no less than eight "possibles" were registered in the "All-Comers" Competition, with the result that this prize had to be equally divided among eight. A remarkable feature of the meeting was the excellent form shown by the Royal Navy competitors, who proved that even if they did not practise regularly on the same ranges as the military throughout the year, they were very hard to beat on their opponents' own ground.

The principal competitions may now be enumerated in detail. First, there was the Attack Challenge Cup, which trophy is always keenly contended for by the representatives of the two Services, for it is open to one team, consisting of twenty rank and file, from each ship and regiment. The competition is not only a test of good shooting, but of stamina and athletic ability as well, the conditions being that eight miles must first be marched within two hours, after which twenty rounds must be fired in attack formation and at unknown ranges, and at least two rounds must be fired from each of six marked halting-places at surprise targets. The cup was won by Lieutenant G. M. Keane and the well-trained team of the "Renown," with the good score of 72. The runners-up were the team of the "Canopus," with a score of 67, who also won the Admiral's Cup—a competition open to teams of four rank and file and a leader from ships in the fleet, the conditions being on the rapid attack system under a time limit of one minute for as many rounds as can be fired—and the 1st Battalion of the Royal Garrison Regiment, with a score of 64, who gained the General's Cup, which was given by Major-General Lane to the team of the Infantry Brigade making the highest score in this competition. By the way, this same battalion of the Royal Garrison Regiment proved that it had been "dug up" to some



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F.—Skilful at Volleying—Team of the 1st battalion Lancashire Fusiliers, who gained the Volley Challenge Cup. G.—Winners of a double event—The team of the 4th King's Own Royal Lancaster Regiment, who won both the "Pembroke" Challenge Cup and the Army Revolver Cup. H.—A Sapper surprise packet—The team of the Royal Engineers, who, at the last moment, pulled off, for the third year in succession, the magnificent Simonds Cup. I.—First in a new competition—The team of the 87th Company Royal Garrison Artillery, who hold the Carbine Championship.

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purpose, for of all the units comprising the Malta command it carried off the larger proportion of prizes, both in money and in kind.

The prize known as the "Pembroke" Challenge Cup was won by the 4th Royal Lancaster Regiment, which battalion has long been famous for its good marksmanship. When stationed at Malta five years ago, before going to the Straits Settlements, and, again, on this its return hither, Major Hibbert captained it to victory in this important competition, as well as in that of the Army Revolver Cup.

The Simonds Cup, presented by Messrs. H. and G. Simonds, Limited, caused more excitement and interest than on previous occasions. This competition is confined to teams from the sergeants' messes of the regiments in garrison. The Royal Engineers had won it twice in succession, and this year great efforts were made to defeat the holders. After the 200-yds. competition was finished, it was seen that the Sappers were well, and as most persons thought hopelessly, behind. But the holders made a grand rally, so that when the time limit was just about to expire, it was found that with their last shot to fire an "inner" would again establish the Royal Engineers' team the winners. However, they did better than an inner, and the bullseye signalled back gave them the cup for the third year in succession.

The "Barfleur" Cup, a revolver competition open to teams of four Naval officers, was again won, for the third time, by the team of the "Royal Sovereign," with a lead of 34 points. This year, however, the conditions had been materially altered, for match revolvers were no longer allowed, and the competitors had to use instead the Service pistol, firing twelve shots at 20-yds. and twelve shots at 50-yds. in the Bisley time limit of 2-min. for each series of six rounds. This competition was carried out in the teeth of a small gale. Mr. Raven, gunner, of the "Royal Sovereign," justified his reputation as the crack revolver shot of the Mediterranean by taking premier honours in this competition, thereby winning a special prize given by the Chief of the Staff. The same officer also won a silver cup for the champion revolver shot, which is presented to the competitor whose aggregate score (counting the two best scores in each of five competitions throughout the meeting) heads the list. Mr. Raven's aggregate came out nearly 100 points ahead of any other competitor.

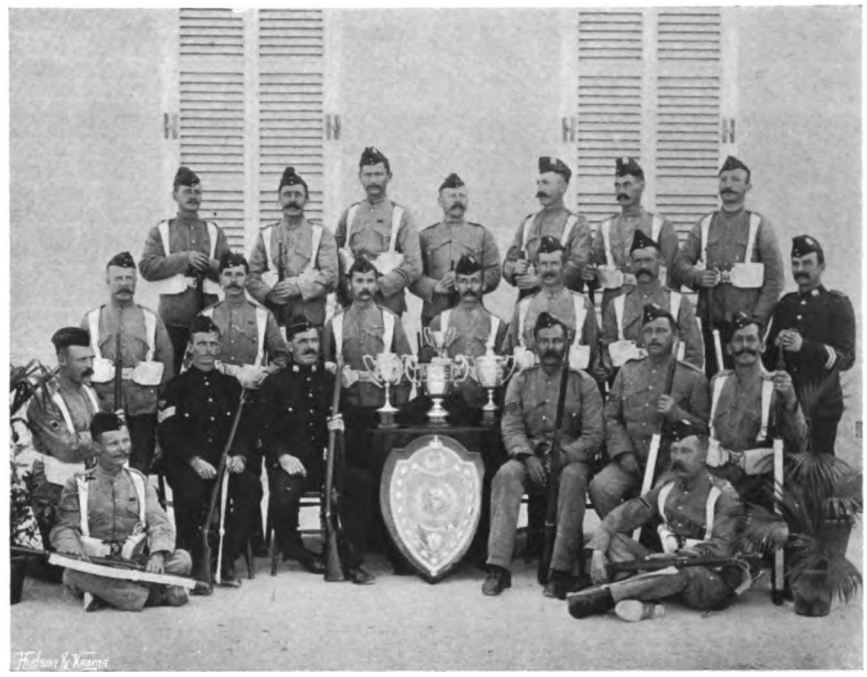
The Volley Challenge Cup, open to two teams from each regiment or ship, and fired at the 1,100-yds. range with regulation sights, the target being of the figure pattern, measuring 16-ft. by 4-ft., was won by the 1st Lancashire Fusiliers, who put on the creditable total of eighteen hits in the seven volleys, which had to be fired in 2-min. The runners-up were the teams of the "Theseus," sixteen hits, and the "Renown," fifteen hits. These two Naval teams were captained and trained by Lieutenant Doughty and Lieutenant Keane respectively.

An entirely novel competition was the Carbine Championship for teams of Royal Garrison Artillery, won by the 87th Company, commanded by Major H. O. Vincent.

On the last day of the meeting the most important and keenly-contested competition of all—namely, the United Service Challenge Cup, open to teams of the Royal Navy, Army, Marines, and Militia—was held. Unfortunately, the weather turned out bad for good shooting, as the wind had increased to a gale, and the competitors had to contend with an additional serious inconvenience in the shape of clouds of dust and fine gravel. After a grand struggle "the lads in Navy blue," as represented by an eight from the "Diana," succeeded in winning this coveted trophy for the second time of asking, for this was the second year of the competition, and the Navy were the original holders. The shooting of the winning team was uniformly good. It should be added that in the "All-Comers" Competition for the Wills Cup, Sergeant-Major Scott distinguished himself by bringing his aggregate within two points of the possible.

The prizes were presented by Lady Fisher, who was supported by the Governor and Commander-in-Chief of Malta and Admiral Sir John Fisher, K.C.B.

The dearly-prized United Service Challenge Cup was received on behalf of the Navy by Commander Lionel Halsey, of the "Diana."

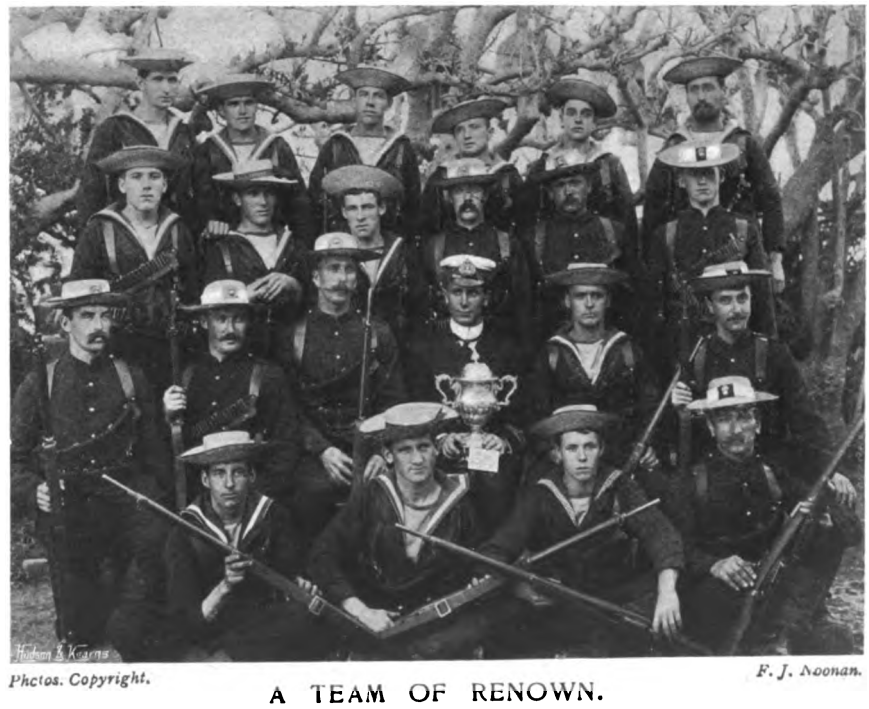


DUG OUT TO SOME PURPOSE.

Representatives of the 1st Battalion Royal Garrison Regiment, who were successful in winning no less than four valuable prizes.

THE HEROES OF THE MEETING.

Commander Halsey's Navy Eight from the "Diana" who won for the second time the coveted United Service Challenge Cup.



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A TEAM OF RENOWN.

Lieut. Keane, R.N., and the team from the "Renown," who succeeded in carrying off the Attack Challenge Cup from all other ship and regimental teams.

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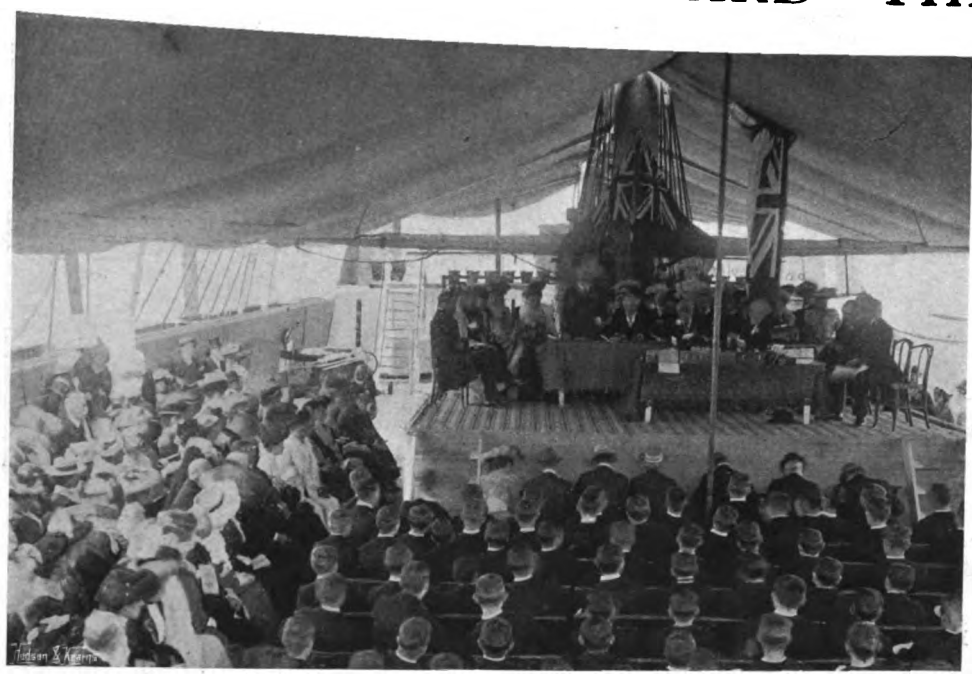
PRIZE DAY ON BOARD THE "WORCESTER."



THE PRIZE DISTRIBUTION.

Sir James Bruce addressing the Cadets.

DISTINGUISHED VISITORS.

Reading from the left, at the back are: Mr. W. M. Bullivant, Sir E. Fremantle, and Mr. Buck. Then Lady Hornby, Lady Fremantle, and Mrs. Bullivant, with Miss Chambers in front.

"Navy & Army."

Photos. Copyright.

THE PRINCIPAL PRIZE-WINNERS.

On the left Mr G. S. Pickthall, in the centre Mr. J. Lecky (Gold Medallist), and on the right Mr. J. K. Chaplin.

ONE of the most picturesque and pleasing sights to be seen upon the lower reaches of the Thames is the "Worcester" training-ship dressed and manned for what is known as Prize Distribution Day. The veteran vessel, which once took her place among the wooden walls of old England, when thus decorated revives her ancient glories, and links herself with the brave days when British oak alone interposed between our tight little island and the foreign invader.

On July 24 Rear-Admiral Sir James and Lady Bruce presented the prizes to the smart cadets of the "Worcester." The supporters of the ship and parents of the boys travelled down the Thames on board the steam-ship "Philomel," and were entertained by the genial hon. secretary Mr. W. M. Bullivant, who, with his customary generosity, looked well after the comfort of the visitors.

Sir Edwyn Dawes, who presided, expressed the regret of all present that the Prince and Princess of Wales, who had promised to make the distribution, were unable to be present owing to the illness of His Majesty the King. For many years the King had taken a lively interest in the progress of the "Worcester," thus following the example of his illustrious mother Queen Victoria, and as a practical proof continued the presentation of a gold medal to be annually awarded to the boy who shows the qualities likely to make the finest seaman. By a happy provision it is ordained that the Gold Medallist shall be elected by the votes of his fellow-cadets. This year the fortunate winner is Cadet James Lecky. Sir Edwyn further expressed the gratification of the Committee that the Admiralty had agreed to increase to six the cadetships open for competition between the boys of the "Worcester" and "Conway." This was a generous policy, and for himself he hoped the former ship would contrive to win a majority yearly.

Rear-Admiral Bruce, in a breezy little speech, gave sterling counsel, as one who was fast going down the hill, to those who were climbing up the other side. He recommended the cadets to cultivate strength of character, to quit themselves like men, and in after-life to be gentle to those over whom they might be placed in authority. He left with them one maxim, and pleaded that it might be made the sheet anchor of their lives—they should do unto others as they would themselves be done by.

Lady Bruce then distributed the prizes, the boys cheering each happy recipient with apparent heartiness.

Admiral Sir E. Fremantle then congratulated the Committee upon the excellent report of the ship and the system of training given by the Superintendent of Naval Reserves, Sir Gerard Noel, and, with a few well-chosen words of advice, he closed the proceedings.

After an inspection of the fine old ship, the large company embarked for the return voyage to London Bridge, and were evidently delighted with all they had seen and heard.

THE 72nd Highlanders were not a kilted regiment at the time of the amalgamation with the 78th. They wore trews and plaids of Stuart (Albany) tartan. The device on the sword and dirk belts was a stag's head in silver with the coronet of the Duke of Albany above and a scroll, inscribed "Cuidich'n Righ," below.

THE expenses of an officer of Volunteer Engineers vary in different corps, but they might be calculated at about £7 a year for a subaltern, and about £20 for a captain annually. This does not include the cost of uniform, etc., on first appointment, which would probably amount to £40, towards which the Government allows a grant of £20, paid in two instalments.

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THE NAVY & ARMY ILLUSTRATED.

VOL. XIV.—No. 288.] SATURDAY, AUGUST 9th 1902

Photo. Copyright. *Haines.*

OF CHINA RENOWN.

MAJOR-GENERAL SIR ALFRED GASELEE, G.C.I.E., K.C.B.

Sir Alfred Gaselee, who holds a high command in India, is best known in this country for his admirable leadership in China at the time of the Boxer troubles, during which he distinguished himself as much by his admirable tact and diplomacy as by his remarkable grasp of the military situation. But General Gaselee had a very high Indian reputation before he went to China. He has now no fewer than eleven campaigns to his credit, and for years he was one of the most distinguished ornaments of the Indian Quartermaster-General's Department.

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Intellect and Empire.

THE date which this issue of the NAVY AND ARMY ILLUSTRATED bears is the date fixed for the crowning of the King. By the time these words are read we all hope that His Majesty Edward the Seventh, King of Great Britain and Ireland, Emperor of India, and Sovereign Lord of the British Dominions beyond the Seas, will have been instituted and recognised in solemn state and with all the ceremonies which have been passed on from age to age for use on great occasions of this nature. There will be less of pageantry now in these early days of autumn than there would have been in high summer, when we hoped to fill the long June hours with the tumult and the shouts of loyal gladness. "The captains and the kings" who came to pay their tribute of respect have most of them departed. On dune and headland the fires laid to tell the land the news of Coronation have long since sunk to ashes. But there remains to us something in the maimed rites of August which could not have claimed its due attention in the panoply of June. We are in a chastened mood now, and we see more clearly many aspects of our celebration that escaped us earlier.

"Still stands Thine ancient sacrifice,
A humble and a contrite heart."

The sudden cutting short of our festivities set us thinking upon the little part that man alone can play in the world's drama. It has left us with a quickened sense of that Power which half of us call Destiny and the other half Providence. We are in a frame of mind that inclines us more readily to consider that every event in universal history is regulated by some agency outside human endeavour. There is profound truth in the poet's lines:

"Many cry 'God be pitiful,'
Who ne'er sang 'God be praised.'"

Our cry for mercy upon our King has taught us the meaning of thankfulness, and there mingles with our pæan of rejoicing a minor strain which tells of dependence and humility.

It is impossible that public attention should be absorbed now so completely as it was six weeks ago by the Coronation. An anti-climax has as potent an effect in life as it has in the theatre. We cannot summon up again at will the feelings that possessed us before. We have leisure therefore to turn our minds to other matters, and, since there is one matter just now before us to which it is important that attention should be paid, this is just as well. When Mr. Arnold-Forster on June 20 spoke of the need for some reinforcement of the intellectual equipment for directing the forces of the Empire, and for better preparation in advance with regard to the defence of the Empire, his words were taken as expressing the collective opinion of His Majesty's advisers. They seemed to follow naturally upon the announcement made by the Duke of Devonshire in 1896 that "the maintenance of sea supremacy had been assumed as the basis of the system of Imperial Defence against attack from over the sea." The Admiralty having accepted, in the Duke's language, "the responsibility of protecting all British territory abroad against organised invasion from the sea," it seemed that they were now anxious to improve their means for fulfilling this great trust. Everyone who is anxious to see the urgent question of Imperial Defence dealt with seriously and in a spirit of statesmanlike determination to get to the root of our difficulties, felt the greatest possible satisfaction at the declaration of the Secretary to the Admiralty. This satisfaction, however, was rudely dispelled when, just after his succession to the Premiership, Mr. Balfour, in his first utterance as Prime Minister upon an Imperial question, treated the words of his subordinate in the Ministry as if they were merely an expression of personal opinion. When Lord Charles Beresford asked the other day what steps the Government proposed to take in the direction of reinforcing the intellectual equipment of our defensive services, Mr. Balfour put the question aside with the flippant air of one who cared for none of these things.

It was very witty, no doubt, to say that he would be "delighted to increase intellectual equipment in connection with this or any other subject." It was probably regarded by the Tadpoles and Tapers as a "smart answer" to declare that "the field is already open to such talent as may be available." But we do not appoint and pay our Prime Ministers to be smart and witty. His Majesty's judges and the London General Omnibus Company's drivers sufficiently supply us with the commodities of humour and repartee. The provision may be safely left to them. Prime Ministers should not poach upon this preserve. They have more important duties to discharge. Hamlet, you will recollect, pointed out to the players in Elsinore that there were clowns who would themselves laugh "to set on some quantity of barren spectators to laugh too, though in the meantime some necessary question of the play be then to be considered." "That's villainous," commented the Prince of Denmark, "and shows a most pitiful ambition in the fool that uses it." We should be sorry to think that some Parliamentary Hamlet was required to tell Mr. Balfour how sensible and thoughtful men regard a Prime Minister who indulges in cheap humour when "some necessary question of the Empire is then to be considered." But such a warning will certainly be needed if this treatment of grave matters should become usual.

Lord Charles Beresford, with the quick sympathy of the seaman for the man who is down, undertook to make an excuse for Mr. Balfour last week in the *Times*. But the excuse, if we were to accept it, would only put the Prime Minister's answer to Lord Charles in an even more regrettable light. That Mr. Balfour did not recognise Mr. Arnold-Forster's phrases in the question addressed to him is incredible. It is true, he was not in the House of Commons when the phrases were uttered. Not a single Cabinet Minister did take the trouble to be in his place while the debate on Naval Administration was going on. But what could we think of a Prime Minister who was unaware of important declarations upon a matter of national policy made by the representative in the House of Commons of one of the great departments of State? Is it a fact that Mr. Balfour does not read the newspapers? Even if it be, he has several private secretaries, one of whom must surely be entrusted with the duty of keeping his chief informed of the line of policy the Government is supposed to be taking. No, with the best will in the world, we cannot look upon Lord Charles Beresford's explanation as anything more than a kindly, but unsuccessful, attempt to extricate Mr. Balfour from one tangle by tying him up in an even more difficult position. No doubt the Prime Minister will take an early opportunity of clearing the point up. By that time his secretaries will have told him how the matter stands. He will put on his serious air and appear to be deeply interested in defending the Empire. But it will be a long time before the nation forgets the occasion on which he showed what was his real attitude towards the pressing need for enlisting the best available intellect in the interest of Imperial Defence.

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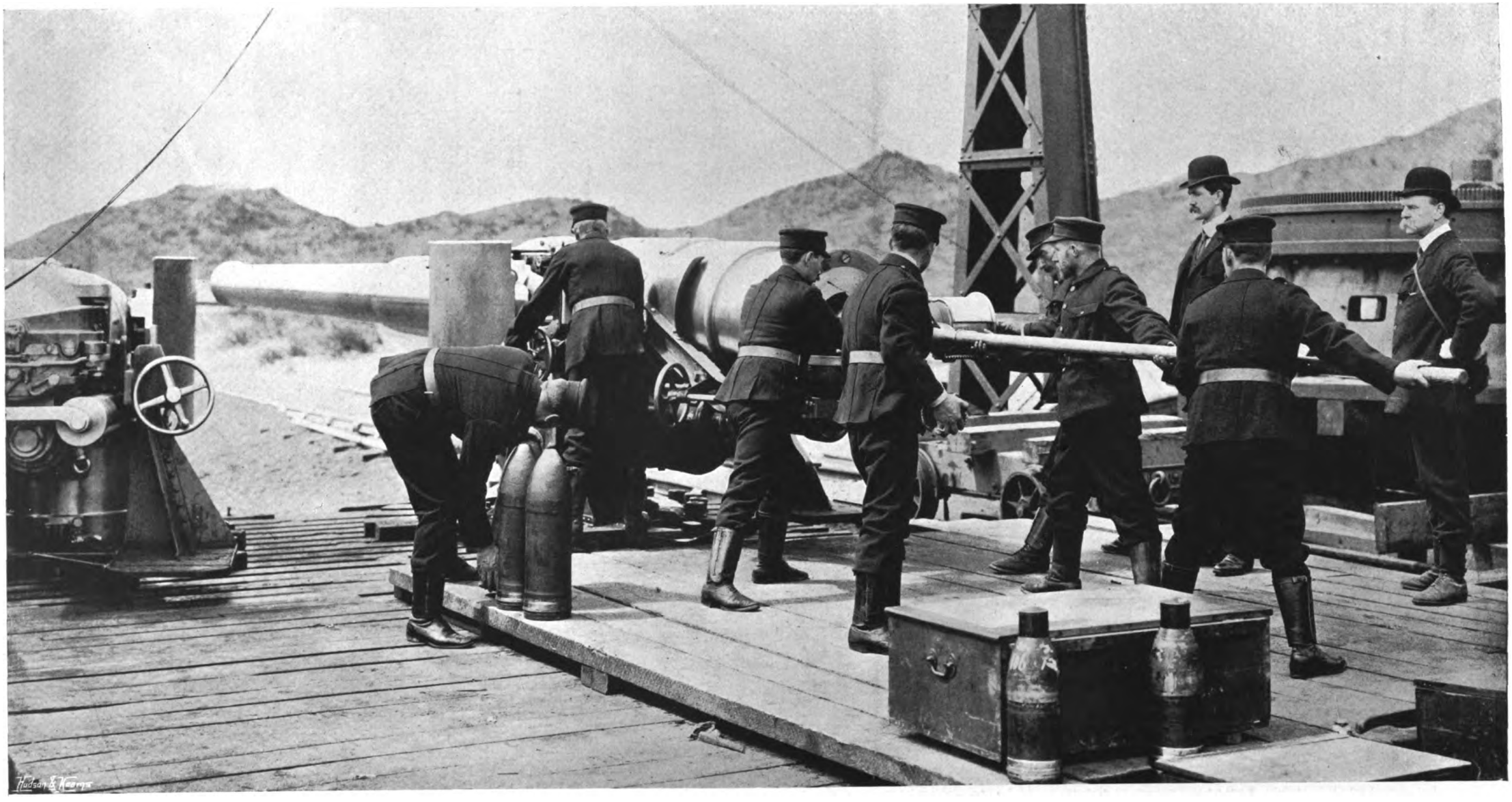
SOFT-NOSED PROJECTILES.



ON THE TRIAL GROUND OF MESSRS. VICKERS, SONS, AND MAXIM.

Loading a 7·5-in. gun.

The illustration which we are here permitted to reproduce, by the courtesy of the celebrated firm of Messrs. Vickers, Sons, and Maxim, shows a trial in progress on their proving grounds, where lately the First Lord of the Admiralty and some of his colleagues witnessed some interesting and instructive experiments. The gun which is being loaded is the new 7·5-in. breech-loader which will be mounted in some of our new battle-ships and cruisers. In the foreground of the picture are two of the capped projectiles which have given such marvellous results in penetration. The ordinary projectile is seen a little distance up the platform, and it is on these that the cap is fixed. The purpose of this cap, which is made of mild steel, is to provide a species of lubrication to assist the projectile in penetrating the plate fired at. On impact the cap practically melts away, and the projectile, slipping through it, penetrates in a manner which would be quite impossible if it were not treated in this fashion.

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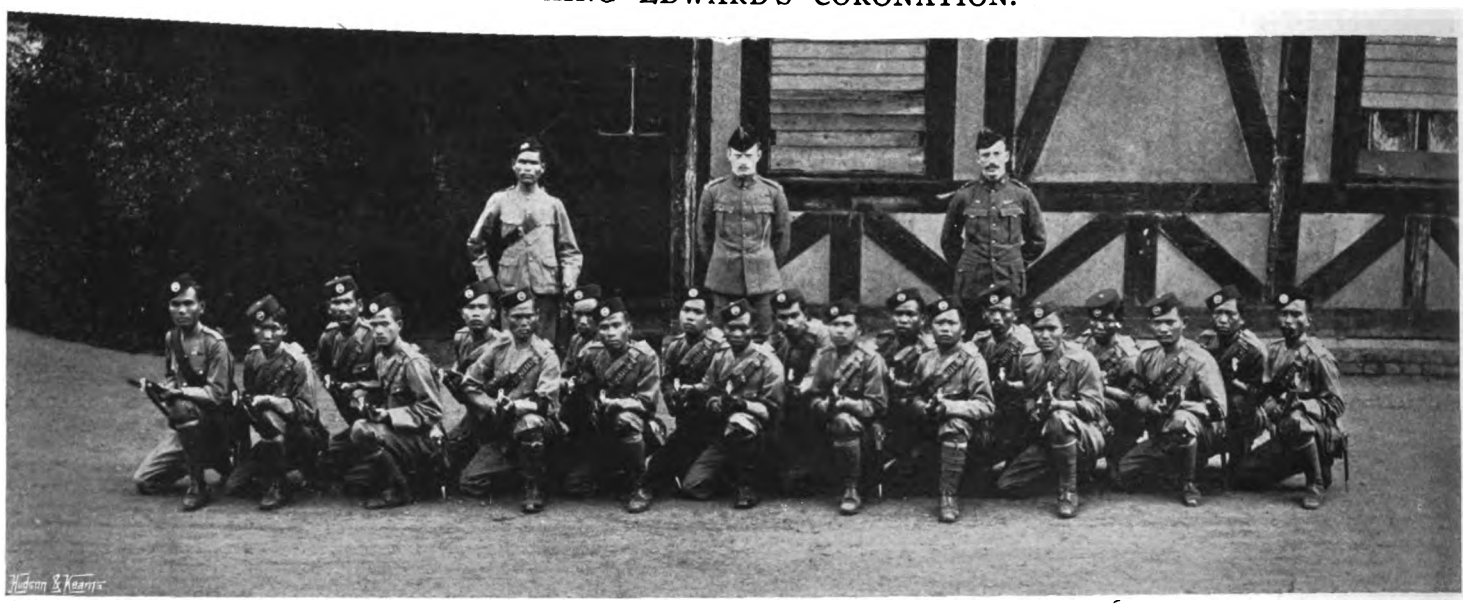
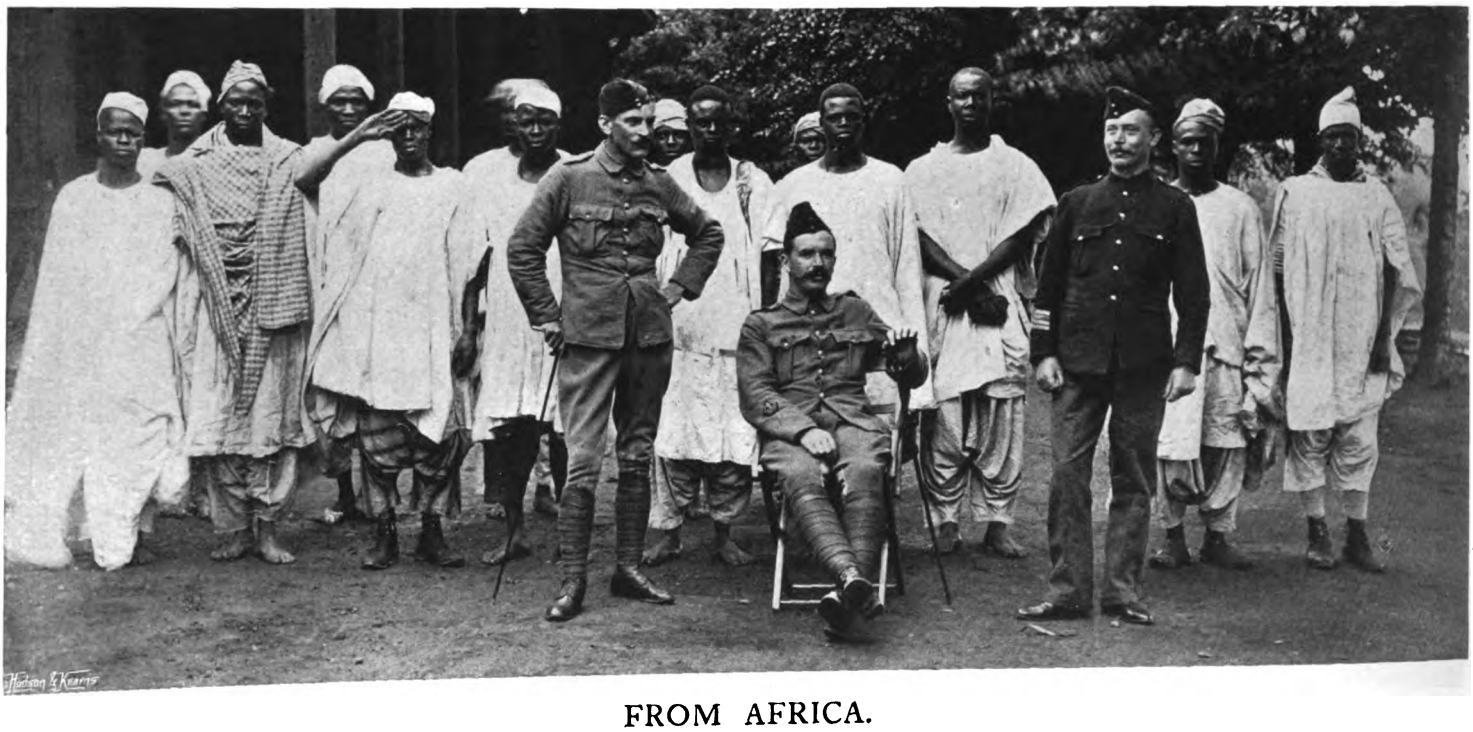
REPRESENTATIVES OF THREE CONTINENTS

FOR KING EDWARD'S CORONATION.



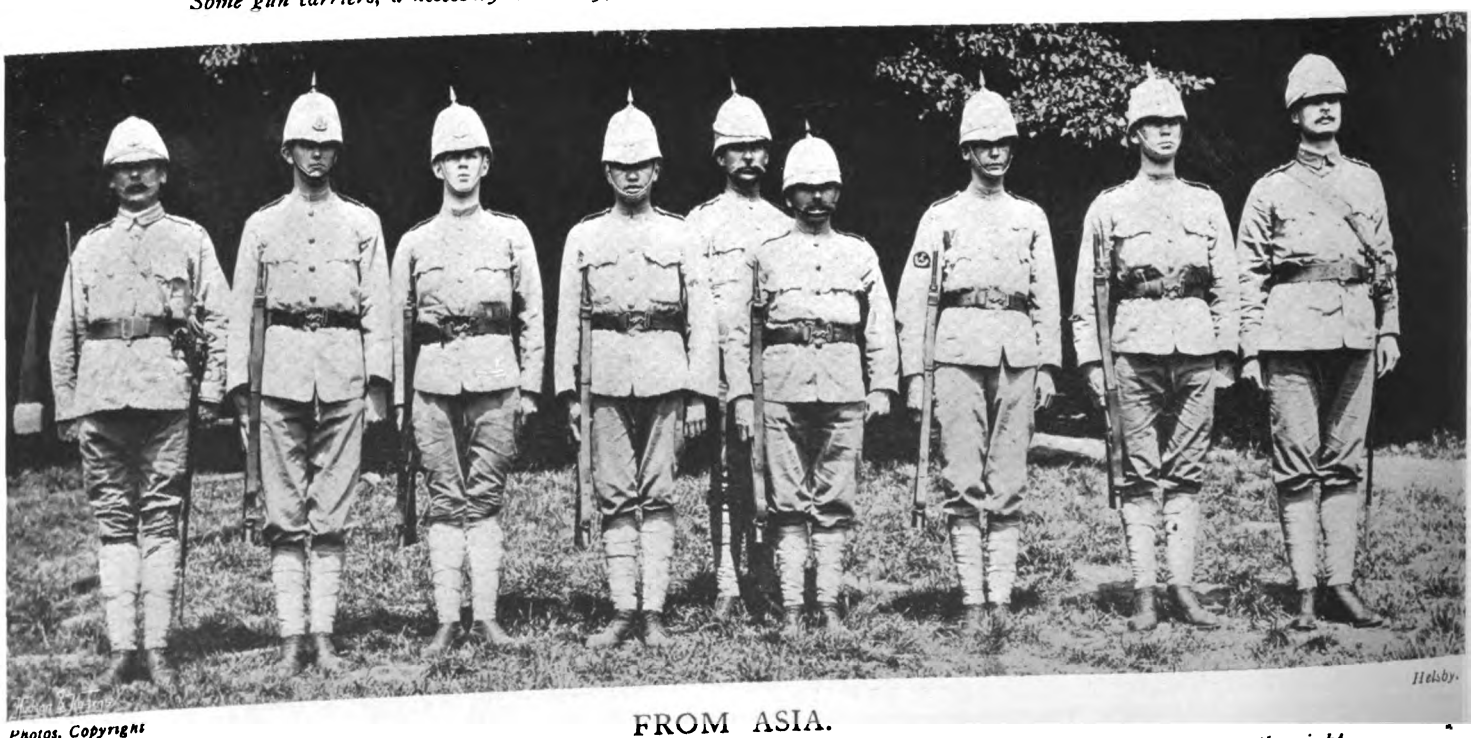
FROM OCEANIA.

The Detachment of the British North Borneo Constabulary, under Capt. C. Harrington (in the centre), Lieut. A. J. Wardrop on the right.



FROM AFRICA.

Some gun carriers, a necessary auxiliary, and non-commissioned officers of the Southern Nigeria Contingent.



FROM ASIA.

The Hong Kong Volunteer Company, under Major Chapman, on the left of the picture, Lieut. Armstrong on the right.

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BAYONET DRILL.

FIELD SERVICE MARCHING ORDER, INDIA.

BAYONET DRILL.

ROUND THE MILITARY CLUBS.

WHAT SOLDIERS ARE THINKING, SAYING, AND DOING.

By RANGE-FINDER.

THE condition of affairs with regard to the Royal Military College, Sandhurst, is a question of such moment that I will make no apology for bringing the subject up again in this column, and treating it at some length. It is not so much with the recent outbreak of incendiarism that I am concerned, as with the damning report of the committee lately convened to enquire into the education of the Army. But as the two affairs are interwoven, it will be impossible to treat of the one without reference to the other. As is shown by Lord Roberts's speech delivered to the cadets on July 25, the authorities have stultified themselves, but to save their face they have to make it appear that after due enquiry they have discovered that only two of the twenty-nine rusticated cadets could possibly be held responsible for the fires in C Company buildings. The remaining twenty-seven are exonerated, and the fact of their rustication is not to be allowed to stand in the way of their advancement. To those ignorant of the true state of affairs, it would appear from Lord Roberts's speech, and the severe admonition that he delivered to the cadets as a whole, that the rustication of the twenty-nine had resulted in the discovery of the culprit. This, however, is not the case; all that Lord Roberts's own enquiry elicited was the information already known at the Royal Military College—that when the last fire occurred two cadets who were under orders for punishment drill at 3 p.m. were seen in the vicinity of the room where the outbreak occurred at five minutes to three. The fire was discovered at about twenty minutes past three. It was caused by a handful of lucifer matches placed in the bed-ticking, and subsequent experiment showed that it took a fire thus ignited about twenty minutes to develop. Upon this circumstantial evidence have the two cadets been finally rusticated. Now as this evidence was already known to the authorities at the Military College, what end has been served by the temporary rustication of the twenty-seven? Lord Roberts, judging from his speech, still firmly believes that the fires were the outcome of a preconcerted conspiracy in which a number of cadets were concerned, and that the majority were cognisant of the perpetrators of the outrage. If this complexion were not put upon the affair, there would not be any reason for the "innocent with the guilty" policy which has been adopted by the War Office in a fit of peevish irritability. But, as a matter of fact, the War Office is absolutely wrong in its surmise. If a single cadet could have put his hand upon the incendiary, he would have given him up long ago. It is now definitely proved by the action of the War Office that no such general conspiracy existed, and I maintain that upon close examination the War Office stands stultified by its own action, and by that action has done no good to Sandhurst or the Service in general.

There is no doubt that a combination of circumstances has conspired during recent months to bring Sandhurst into disrepute, and I trace the origin of this trouble, as I said before, to the finding of the Educational Committee. But it is interesting to try to discover the fundamental cause of the whole trouble, Educational Committee and all. After taking considerable pains, I believe that the root of the matter rests in the most trivial of circumstances—a disagreement between two of the responsible officers of the College with regard to the denizens of the Sandhurst Lake. This may seem absurd, but it appears none the less to be true, and to have resulted in that venomous attack upon the College and its *régime* which startled the Press some months back, and which without a doubt poisoned the mind of the Educational Committee and perverted their judgment.

I do not place much reliance on the report of the committee as far as it affects Sandhurst. They worked in the course of seeking for the information about Sandhurst on totally wrong lines, and made no allowance for a state of affairs that existed, which should have qualified some of the evidence they accepted as correct. Judging from the obscure judgments which they have given, they pillory the officer instructors because they do not instruct the cadets in every branch of training, squad drill, riding and gymnasium included. This is obviously absurd, as ever since the Army has been an army, this purely mechanical education has been conveyed to the students through the medium of instructors of non-commissioned rank. How well these men do their work, and how keen the cadets are to help their instructors, are proved by the efficient manner in which they performed their drill, riding, and gymnastic tests before the Commander-in-Chief on the occasion of his last inspection. Not that I wish to champion Sandhurst and represent that it is free from every abuse, and is a model college from lintel to steeple. Far from it. I will go so far with the Educational Committee as to say that many reforms are urgently required, not least of which is a new senior staff of direction. But I will not allow that it is in the mutinous and rotten state as so many have declared to be the case. It is not fair to judge the staff of instructors at Sandhurst by a comparison with the sister Academy at Woolwich. The educational results at Woolwich have the perpetual stimulus of competition. A cadet who enters the Royal Military Academy will always endeavour to take a high place when passing out, in order to better his future estate by joining the Sappers or Field Artillery. But at Sandhurst no such inducement exists. Once a man enters the Military College, he may rest assured that, whatever happens, he will get into the particular branch of the Service for which he has a desire. Even for Indian Staff Corps cadetships the examinations are held before entry into Sandhurst. Is it to be wondered at, then, that so few men strive to pass out of Sandhurst with honours? But why lay the blame at the doors of the staff of instructors, who surely in the past have done very creditably with the inferior opportunities which are allowed them. So the "stupid officer" theory has gained far too much ground, and Sandhurst has been condemned not upon solid evidence, but upon the hysterical writings of one or two penmen and the perfunctory investigation of an inadequate committee.

The War Office sees a way out of the difficulty by a change in the directing head. It is rumoured that the Governorship of the Royal Military College will be offered to Major-General Sir Henry Hildyard, now officiating as Commander of the 1st Army Corps. But there are difficulties in the way. If the Governorship is not to be a final shelving billet in future, I can see no better choice than General Hildyard, providing he would accept. But General Hildyard is such a competent soldier that it would be a pity to lose him from the combative ranks. Another suggestion is that Colonel Miles should "run" both the Staff College and the Royal Military College. Not a desirable end, in my opinion.

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Although the officials may never become cognisant of the fact, they have now in the War Office the very man who has been fashioned by nature for the chief control of Sandhurst. This is Colonel Hutchinson, late Director-General of Education in India. Whether he is eligible or not by the tenets of the War Office I cannot say; but this I state with every confidence, that I know of no man more suited to the post, if he could be induced to take it, or the War Office be prevailed upon to appoint him.

The treatment awarded to the British Volunteer Coronation Contingent from India by the authorities deserves some notice, since I take it that these men are "guests" of the country. Their complaints are many. In the first place they were given execrable food upon the homeward journey. But this is a small matter. On the Horse Guards' Parade, when the Prince of Wales inspected the Indian Contingent, the Indian Volunteers—white men—were placed on the left of the line, the right being taken by natives: an unheard-of indignity, and one which cannot but have a bad effect. But the crowning stupidity of the home authorities was made manifest when they failed to issue invitations to the officers of the Indian Volunteer Contingent for the reception at the Foreign Office. Considering these men were paying for the reception—that is, the Indian Revenue—they at least had some sort of right to expect to receive an invitation. No; it is a curious thing that while nothing is good enough for the native, the white man is not worthy of consideration. The Empire will fall on evil times if we have much more of this sort of thing.

"WHEN THE BOYS COME HOME AGAIN."

THE arrival home of the East Kent Militia from South Africa came somewhat as a surprise to the inhabitants and officials of Canterbury. The transport "Wakool" reached Southampton on Wednesday, July 16, and it was not expected that the men, numbering nearly 300, would arrive in Canterbury until the next day. In the course of Wednesday morning, however, a notification was received from Southampton to the effect that the men would be sent forward in the course of the afternoon. The town crier was thereupon promptly instructed to announce this, and, considering the short notice, quite a substantial show of bunting was displayed in the streets through which the troops were to pass. The special train conveying the troops reached Canterbury just before six o'clock, and was greeted with a roar of cheers from the people assembled outside the station. Their appearance on leaving the train was the signal for more vociferous cheering, and the men, who looked very hardy and serviceable in their khaki uniforms, seemed to appreciate in a quiet and soldierly manner the warm welcome they received. This battalion volunteered for service in South Africa about the middle of March, 1900. On its arrival at Cape Town it was sent direct to the front in the Orange River Colony, and was, therefore, engaged on service in several capacities for nearly two and a-half years.

On the occasion of the departure of the battalion from Kroonstad in January last, Major-General Sir W. G. Knox said he desired to place on record his appreciation of the services rendered by this unit, both in the field, on the lines of communication, and in camp. One of the events in which the battalion particularly distinguished itself was when, escorting a convoy to Lindley, it was engaged with the enemy on and off for nearly three days. However, in spite of this the convoy was brought in safely and without loss, the battalion being specially complimented for its performance by Lord Roberts. Another occasion on which the battalion came well to the fore was during the attack on Ventersburg, under General Sir A. Hunter, who paid a tribute to the regiment when he notified to the Commander-in-Chief the steady manner in which the 3rd Buffs had behaved under a heavy fire.

The subject of our illustration is the interesting ceremony of handing back to the battalion the colours, which had been left at Canterbury Cathedral when it embarked for South Africa. The men paraded on Thursday, July 17, and marched, under the command of Colonel Hickson and Colonel Brinckman, through the city to the Cathedral, and looked very fresh and cheerful.

The Dean, addressing the men, said that before they embarked for South Africa they had entrusted the banners to the custody of himself and his colleagues, who had been very proud to keep them.

Two subalterns of the regiment received the colours from the hands of Canons Mason and Holland, the Dean having said just previously, "We now return you these banners, and from our hearts we thank you for all your services. We also trust you may have a happy time in England among your relations and friends."

Colonel T. F. Brinckman, C.B., returned thanks to the Dean for taking care of the colours, after which two verses of the National Anthem were sung most heartily, and the battalion marched, with banners unfurled, back to the barracks, followed all the way by a large crowd.

The battalion lost twenty-six men during the time it was on service. It received the very highest commendations when in South Africa, and the people of Canterbury may well be proud of the manner in which this, the oldest constitutional regiment in England, has acquitted itself.

AFTER THE CEREMONY.

Photo. Copyright.

The East Kent Militia (Buffs) leaving the Cathedral after the restoration of the colours.

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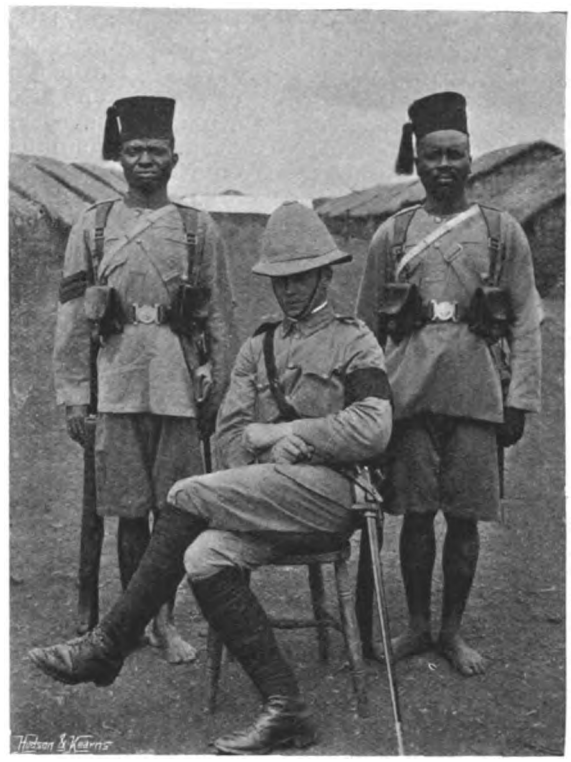
BRITAIN BEYOND THE SEAS.

By IMPERIALIST.

A Weekly Study of Colonial Naval and Military Interests.



THE BRITISH CENTRAL AFRICA RIFLES.
Officer, sergeant, and private.

THE present week cannot but be productive of some unique emotions among Britons beyond the Seas. The King's illness and the postponement of the Coronation caused the rising of a tide of personal and political sympathy the precise nature and extent of which it would be impossible to define. The complication of sentiments thus brought into play is undoubtedly increased by the performance of the Coronation ceremony within such a happily short period of the event which plunged the Empire into sudden gloom. Great joys as well as great griefs make for closer union of hearts, and there is little doubt that in the strangely rapid sequence of distress, anxiety, hope, and happiness, which has been the main feature of British social life during the past few weeks, the Colonies and the Motherland have, insensibly perhaps, but none the less sincerely, been drawn even closer together than they were on that sad Tuesday morning when the news of the King's illness was made public.

When one begins to discourse, however discursively, on the Emotions of an Empire—not a bad title, by the way, for almost any sort of lucubration on general Colonial topics—one soon gets into deep water. But, without venturing far out into a sea of vague reflection, it seems appropriate to the present week, and to the goodly realisation of hope deferred which is to crown it, to dwell a little on this emotional aspect of Colonial life and thought. For, after all, it is an immensely important aspect, and a peculiarly interesting one, too, because it is for ever full of surprises. It is all very well to read history by the light of rules and parallels, and to pretend that in the vast majority of cases one ought to be able to foreshadow the future of great movements, either because something almost identical has occurred before in the history of the world, or because, according to all the laws of political chance, such and such developments ought to have such and such a sequel. But how constantly are even the most careful and sagacious students who adopt such two-foot-rule methods of calculation upset, and forced to confess that some strange unexpected outburst of emotionalism has thrown out all their reckonings.

Probably no greater mistakes, no more inaccurate forecasts, have been made than those connected with the future attitude and action of the British Colonies, and this has been largely due to the prevalence, and sudden self-assertion, of emotions upon which it would have been absurd to count one way or the other. Sometimes these emotions have developed very painful situations, at others they have produced results which have thrilled the Empire throughout with pride and gratification. When the American Colonies broke away from us they were dominated by feelings which, in altered circumstances, might have produced much the same glorious loyalty to the Imperial Idea as did the insensate attempt of the Boers to crush British supremacy in South Africa. For such outbursts we must always be prepared, and some of our best hopes of a strong and united Empire lie in the prospect that, as a rule, such waves of sentiment and emotion as are likely to pass over the Colonies are all, like the feelings inspired by this week's postponed ceremony, in favour of a better mutual understanding, and of more real Imperial solidarity.

The complete participation of the Colonies in the feeling of self-centred strength and prosperity, which is the legitimate outcome of the Coronation of King Edward, not only as King of Great Britain and Emperor of India, but as ruler of British Dominions beyond the Seas, is an emotion of a very various, as well as potent, sort. We have, in previous instalments of these Notes, harped freely upon the effect which blood-kinship, common loyalty to the Throne, and common personal devotion to a well-loved Sovereign have upon the thickening of Imperial sentiments. And this week we are tempted to go a little further, and to point out how likely it is that these influences, now being so warmly demonstrated, are likely to continue operative, if only for the reason that they have falsified so many bygone dreary predictions of misunderstanding and positive rupture.

In a clever book called "The Magic of the Desert," which was published in 1899 by Blackwood, and which contains in a romantic setting a quantity of solid information and shrewd comment concerning more particularly Australia, there is a curious passage relative to what are termed "the inconveniences of a Colonial Empire." One of the characters, a combative Colonial politician, ventures to discuss with a travelling British M.P. the theory that Australia might, with very little dislocation of existing arrangements, dissociate itself from the British Empire. He declares that "we in Australia are too far off to involve Great Britain seriously with other nations; we are no anxiety to her, but her power would not be sensibly diminished if we were to declare ourselves independent. Nor would our progress in civilisation, upon which you have been good enough to compliment us, suffer a serious check. At home the chief effect would be a transfer of Australian business from the Colonial Office to the Foreign Office, and the creation of a few new Legations and Consulates." He goes on to propound the tremendous heresy that "the larger Colonies are an honour, but not a strength, to England; the smaller Colonies, which, for the most part, are situated on or near the great trade routes, being far more valuable."

The travelling M.P. is, of course, scandalised by such a suggestion. "What would be said of a child," he exclaims, "who coolly discussed the trouble and anxiety which its bringing up and education caused to its parents, and expressed the opinion that they would be justified in turning it out of the house to shift for itself in the world? Our Colonies are our children." To this the Colonial politician replies by adopting the M.P.'s metaphor, and picturing Great Britain as the mother of a large family of children, "Some of them unruly and self-willed. They embroil her with her neighbours by their mischief, they trespass on other people's ground, they begin to scream when they think the neighbours are coming too near," and so on.

We have not, of course, the slightest intention of following this line of argument at all closely, but the argument as quoted is certainly, to some extent, instructive, if only for the reason that we may be sure the conversation is not wholly imaginary. Not once, nor casually, but many hundreds of times and in grave earnest, will the feasibility of separation as against federation have been discussed by Colonial politicians of more or less clear-headedness and capacity to look history in the face. But one does not like to see only the platitudes of a wandering M.P. opposed to the vigorous reasoning of a brisk Colonial thinker. There is another answer to the suggestion of disunion besides the mere use of the family metaphor, even in the case of Australia, to which the question of self-security does not apply so closely as it does to more vulnerable outposts of the Empire. And that answer lies in the very emotionalism to which reference has been made, and of which this week we shall have a fresh Empire-wide illustration.

You may talk dispassionately of the ease with which disunion might be accomplished, and of the small effect it would have upon either of the two bodies concerned, the great existing body of Empire, and the broken-off chunk of would-be independence. But how are you going to control the attitude of the dwellers in a great Colony supposing that, in the thick of some final discussion as to disruption, there occurs some such event as the war in South Africa or the Coronation of King Edward? To rightly estimate how near to, or how far from, the secession of, say, Australia we are, it is well to imagine what would be the fate of an orator who,

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at a great public gathering in Melbourne, or Sydney, or Victoria to-day, was to argue that the chief effect of disruption would be the institution of a few new Legations and Consulates. Depend upon it, emotionalism is a very big factor in Imperial politics, and there will be nothing much the matter with the British Empire so long as its emotions are of the sort that are being created by the Coronation of Great and Greater Britain's King.

As we anticipated, Lord Dundonald has had a grand reception in Canada, and there is a notable future before him if he addresses himself, as we make certain he will, to his task in a tactful as well as a reforming spirit. There is something peculiarly interesting in the almost simultaneous appointment to the commands of the Federal Forces of Australia and of the Canadian Militia, respectively, of men like Sir Edward Hutton and Lord Dundonald, and it will be something more than interesting to watch the result. Sir Edward Hutton has the advantage of larger previous experience of Colonial forces, and of a stable popularity acquired some years ago in Australia itself. On the other hand, the Dominion Militia provides, perhaps, a better basis on which to commence forthwith a superstructure of military organisation necessarily including many new features. Be this as it may, both Motherland and Colonies are to be congratulated on the fact that at such a juncture there are men readily forthcoming who have so many and such marked qualifications for the discharge of a most difficult and serious responsibility.

THE WEST AFRICAN FRONTIER FORCE.

ON July 7, the day of his unfortunate accident, Mr. Chamberlain inspected 150 picked representatives of the West African Frontier Force in the courtyard of the Colonial Office. The troops were under the command of Brigadier-General G. V. Kemball, D.S.O., Inspector-General of the West African Frontier Force, while Mr. Chamberlain was accompanied by the Earl of Onslow, G.C.M.G., Under-Secretary for the Colonies, Sir M. F. Ommaney, K.C.B., and Mr. R. Antrobus, C.B. The troops paraded with a mountain gun, and comprised a carrying party of sixteen men, whose attire, consisting of white turbans and long flowing robes, contrasted vividly with the scarlet and yellow of their comrades, and added much to the picturesqueness of the scene. The men of this fine force, to whose splendid discipline and soldierly qualities the Colonial Secretary paid tribute, have taken part in all the recent expeditions in Sierra Leone, Northern and Southern Nigeria, and in Ashanti; but we fear that their achievements have not received their due meed of recognition on the part of the British public, whose attention was centred on the theatre of the big war "down South." Last year an expedition under General (or, as he then was, Colonel) Kemball left Jebba, in Northern Nigeria, and in less than a month had smashed the powerful Emirs of Kontagora and Bida, capturing the towns which gave them their names, and releasing thousands of slaves. Later on, another column, under Lieutenant-Colonel Morland, sent to put down slave-raiding, was equally successful, for it attacked the Emir of Adamawa at Yola, and captured the mosque and palace. The enemy afterwards submitted, and the vanquished Emir's brother, Bobo Amadee, was crowned as ruler of Adamawa under British protection.

In Southern Nigeria, the West African Frontier Force despatched another small column, which fulfilled its purpose of establishing control over the martial Ishan tribes in the hostile district to the north-east of the Benin City territories. A big engagement took place at Akisibaw, about sixty miles outside Benin, after which our men captured the cities of Uromi and Etlia, whereupon the Ishans thought discretion to be the better part of valour and consented to terms of submission. Ashanti has been quiet since Sir James Willcocks put down the formidable rising of 1900, so that the railway from Sekondi to Tarquah, thirty-nine and a-half miles in length, was able to be completed in May, 1901.

The local headquarters of the West African Frontier Force, which embraces in its ranks men of a hundred different races and religion, are at Freetown, the capital of Sierra Leone, where there is also an establishment for victualling and coaling His Majesty's ships on the West African station. In the expeditions which the force is constantly making, the transport is achieved solely by means of carriers. For example, the heavier portions of the mountain guns are carried on stretchers, and the other parts on the padded head.

Our West African colonies, it must be pointed out, are not limited to their nominal area, for adjoining them are protected territories of huge extent, over which we have to maintain the semblance of good order. The area of Sierra Leone is 4,000 square miles, but its protectorate covers another 30,000; Lagos is credited with 3,460 square miles, but has around it an annexe measuring 25,450 square miles.

Photo. Copyright. **Russell.**

COLONIAL OFFICE AND COLONIAL SOLDIERS.

The Colonial Secretary and the right-hand men of the West African Frontier Force.

Reading from left to right the names are:—Back row: Sergt.-Maj. Jordan, Northern Nigeria Regiment, W.A.F.F.; Lieut.-Col. A. P. Fenton, Chief Staff Officer, Colonial Coronation Contingent; Maj. H. Bryan Staff Officer, W.A.F.F.; Capt. W. G. Vernon, D.S.O., Southern Nigeria Regiment, W.A.F.F.; Capt. C. R. G. Mayne Northern Nigeria Regiment, W.A.F.F.; Capt. B. M. Read, Lagos Battalion, W.A.F.F.; Sergt.-Maj. Daniels, Northern Nigeria Regiment, W.A.F.F.; and Sergt. Crowley, Southern Nigeria Regiment, W.A.F.F. Front row, from right to left: Brigadier-Gen. G. V. Kemball D.S.O., Inspector-General, W.A.F.F.; the Earl of Onslow, G.C.M.G.; Right Hon. Joseph Chamberlain, M.P.; Sir M. F. Ommaney, K.C.B., K.C.M.G.; and R. L. Antrobus, Esq., C.B.

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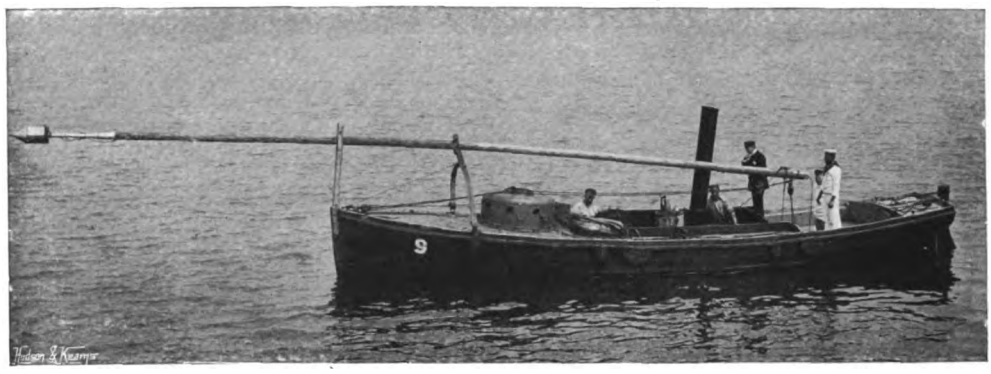
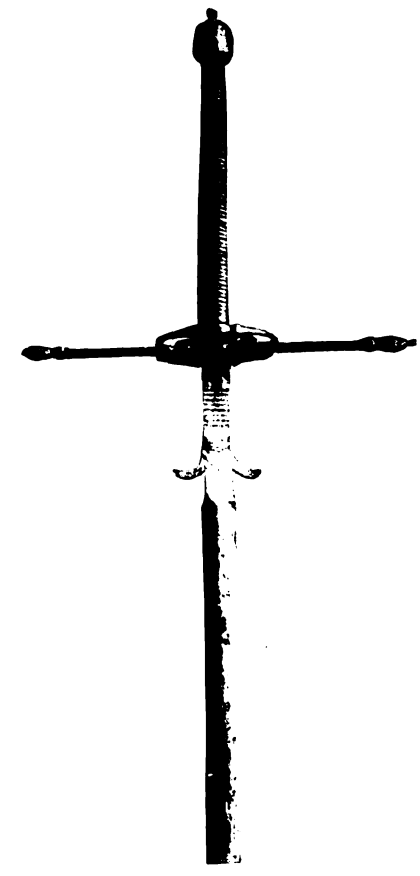


USING A SPAR-TORPEDO.



A REPLICA OF THE CIVIC PROCESSIONAL SWORD.
The property of the Corporation of Bath.
Made by the Wilkinson Sword Co.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

I VENTURE to make a friendly expostulation with the Navy Records Society. My ground of complaint is not the delay which has taken place during this year and the last in the issue of its publications. Time and chance happen to learned societies as to all men, and combinations of men. These failures are to be regretted, and if repeated they are fatal. Societies which get a bad name for unpunctuality soon lose their subscribers. Even if the old ones hold on, newcomers are deterred from presenting themselves, and the society gradually withers. Yet once, as the French proverb has it, is not custom, and there has been good reason for the non-appearance of books last year and their slow issue in this. The committee regrets the temporary failure as heartily as anyone, and no doubt every effort will be made to see that it is not repeated. It is not against this that I enter my respectful protest, but against the matter of which the volumes are largely composed.

* * * *

This being a serious objection—the most serious it is possible to make next to careless workmanship, of which there is no question—it is proper to define what one means with care. The society has now published twenty-two volumes since its foundation, which is a good record. They occupy about three feet of shelf and present a handsome appearance, which again is to its honour, but is also a consideration of some importance in times when the formation of large libraries has ceased to be even as common a practice as it once was. The misfortune is that at least twelve inches, if not eighteen, of that shelf is occupied with matter which will not only not be read by the subscribers to the society, but really does not deserve to be read. I take as a leading example Mr. Spont's "Letters and Papers relating to the War with France in 1512-13." It is not mentioned from any wish to criticise Mr. Spont. Granted that the work was to be done at all, he has performed his task very well so far as I can see. My praise must, however, be discounted by my incapacity to judge with full knowledge of the materials he sifted. The point is that this was not what mainly required to be done. Here was a poor little scuffling war, of a slight degree of interest, which by no means deserved a volume to itself. And that volume is largely composed of rumour in French and Italian, and of repetitions of formal mechanical things.

* * * *

The papers relating to the Dutch War which the late Mr. Gardiner began to edit, and Sir Vesey Hamilton's papers of Sir T. Byam Martin, are further examples of the same error—as it seems to me, at any rate. A great part, perhaps even the greater part, of both of them consists of matter which neither has any interest of its own, nor any visible connection with the history of the Royal Navy. Mr. Gardiner had an absolute passion for State papers and old records. Whatever had come down from the past, whatever was recorded by contemporaries, even when they knew as good as nothing, and had no effect on their time, had his respect. The sentiment when kept within reasonable bounds is laudable. Whatever men did, thought, believed, hoped, or even guessed, is part of the life of the time. We may apply here the fine lines of Mr. Browning's Rabbi Ben Ezra:

> "All instincts immature,
> All purposes unsure,
> That weighed not as his work, yet swelled the man's amount.
> Thoughts hardly to be packed
> Into a narrow act;
> Fancies that broke through language and escaped.
> All I could never be,
> All men ignored in me,
> This I was worth to God, whose wheel the pitcher shaped."

In so far as these subtle things are to be discovered they are to be allowed for by the historian. But there is a proportion to be observed, and Mr. Gardiner was far too much in the habit of treating the thought and the act, the immature instinct and unsure purpose, as standing on the same level. The result was that everything went in. The Dutch War papers are a strong case in point. Of course, everything is connected with everything else in the life of mankind. The history of the Dutch East India Company, and for that matter the Perpetual Edict, and the Arminian Controversy are in some sort connected with the Naval wars of the seventeenth century. Still, you must stop somewhere, and, as Napoleon said, "Il faut savoir se borner," otherwise no definite piece of work will ever be done. Neither is it true that whatever has been written is worth republication.

* * * *

That a small and apparently quite formal detail may be of supreme value as a piece of evidence is unquestionably true. But the Navy Records Society works for a public not composed of strenuous investigators who will wade through shiploads of "naughty superfluity" to secure the one little grain of fact. There are examples of this exasperating stuff in the volume of Miscellanies. What has the Royal Navy, or what have we, to do with the remarks of Mr. Thomas Piggott of Barbadoes on the inclination of his friend Mr. B. Gaskin to take orders in the Church of England—a genteel profession, as he justly said? For my part, I can see no importance in a Portuguese pamphlet on the battle of Quiberon. Portugal was threatened by the aggression of the Spanish Bourbons at that time, and was very glad of our victories since we were the guarantors of her independence. She was naturally pleased to hear of Hawke's victory. But that concerns the history of Portugal and of international politics, not the Royal Navy.

* * * *

What then might the Navy Records Society give in place of the matter complained of? Well, to me it seems that there are various things it could do. It has now a large and growing reserve fund. Why not spend a part of it in the reproduction of good and authentic drawings of ships, beginning as early as examples can be found, and coming down to the latest battle-ship, arranged chronologically? A sober running commentary of text would add to its value. Again, reproductions of good contemporary portraits of famous seamen, native and foreign, would be welcome. I cite as examples the splendid and very impressive portrait of Harman by Lely and the magnificent pencil sketch of Tromp which is among the drawings in the British Museum. It is the only credible head of the famous old "sea hero" I

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have ever seen, and is divided by all the world from the ridiculous wooden figure-head of a close-cropped bargee which usually does duty as his likeness. Then if these artistic things are not thought the proper subject of the society (and I allow they ought to be given soberly), why not reprint authentic narratives of war and adventure? For instance, there is the story of Bulkeley and Cummins I mentioned the other day. No doubt there is a copy in the London Library, and the book is to be found in second-hand shops. But one of the objects of the society is to save its members from having to go to the London Library or the bookstalls, and this narrative of Bulkeley and Cummins is but one of many. It would be easy to take a particular campaign of far more interest than the confused war of 1512, and treat it by itself from logs, official letters, and minutes of courts-martial. I would quote as an excellent example to begin with the encounters between Pocock and D'Aché in the Eastern Seas. They are of the most lively interest in themselves, and of infinite importance in the history of the foundation of the British Empire in India, of the line of battle, and for the light they throw on some accepted theories of Naval warfare in our own time. If the general history of war at sea is to be illustrated, it would be far better to secure a batch of select translations from ancient and mediæval writers, more especially from the mediæval Greeks, who are of the first value for two reasons. They carried on the tradition of the ancient world, and transmitted it to the Italian Republics, beginning with Amalfi, which conveyed it to the fleets of Castile and Portugal, of France and England. And then, too, they were the first to use explosives, in the shape of the renowned but obscure Greek fire.

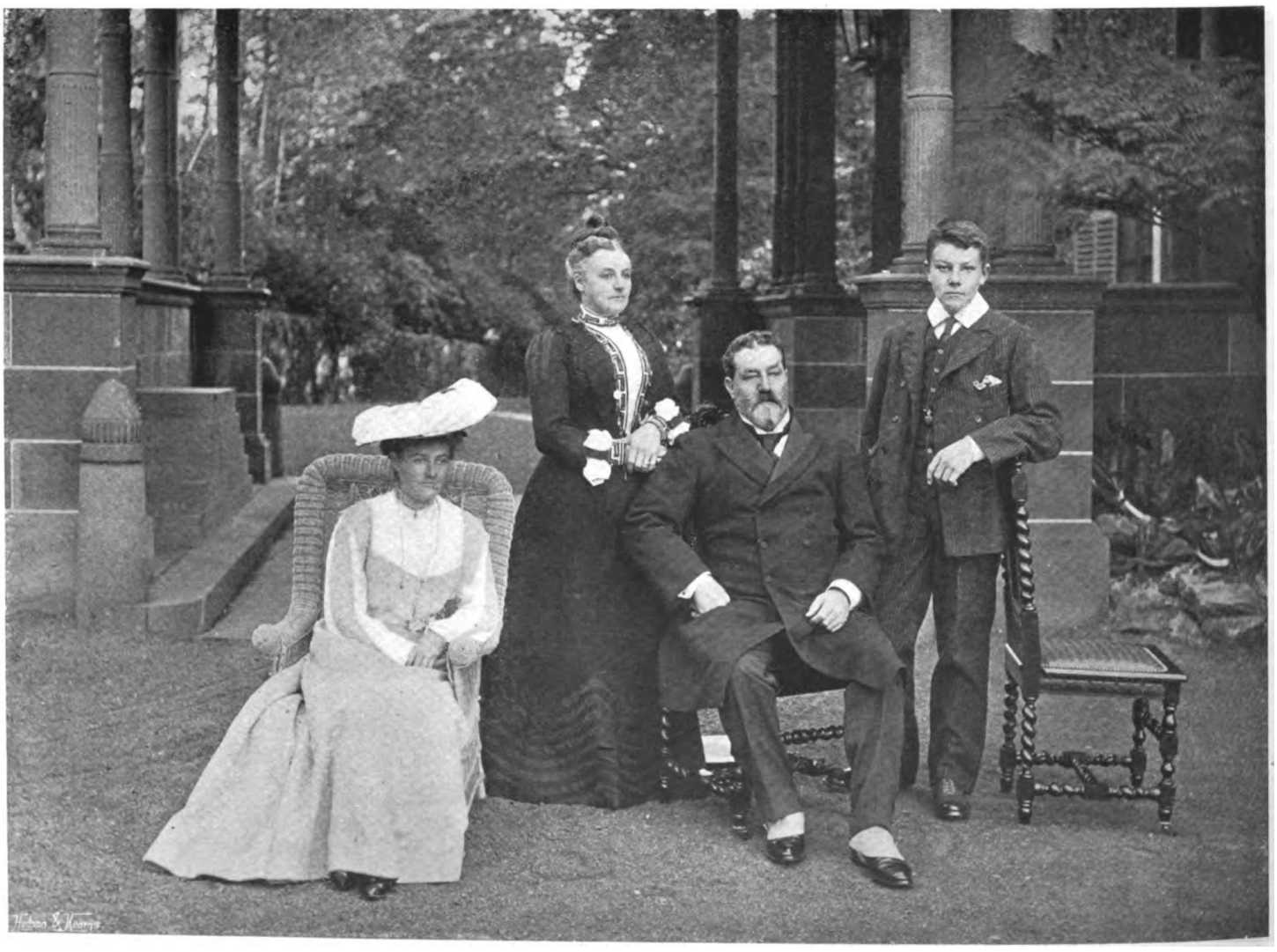
SIR HARRY RAWSON AT SYDNEY.

IT seems but yesterday that we were commenting on the excellent good sense shown by the Government in selecting a Naval officer of high rank and exceptional experience as Governor of New South Wales. We then pointed out how few such appointments had been hitherto made, and how peculiarly appropriate this one was in view of the number of Naval, as well as of Military, questions which must henceforth have a marked significance for Federal Australia.

And now we have here a capital portrait group showing Admiral Sir Harry Rawson very much at home in his new surroundings. Sir Harry, who is accompanied by his family, is seated in the portico of the State Governor's new residence at Rose Bay, Sydney Harbour, from which we may be sure that some of the loveliest views in the world are obtainable, including a not infrequent glimpse of vessels of that Navy of which Sir Harry is himself such a distinguished ornament.

It goes without saying that the new Governor had a most splendid reception. Most, if not all, Colonial Governors get that, but in the case of Sir Harry Rawson there was undoubtedly included a special sense of gratification that a man of such exceptional fitness should have been chosen for, and have accepted, the Governorship. We may be certain, too, that the fact that Government House was to be graced by the presence of Lady and Miss Rawson was warmly appreciated by New South Wales society. A popular and able Governor can do much of his own initiative to weld and consolidate those social elements which in Colonial society are sometimes apt to fly asunder rather abruptly; but not the most tactful of Governors, with the smartest and most sagacious of personal staffs, can conveniently dispense with the feminine element in a controlling form in the gubernatorial *entourage*.

Since his arrival Sir Harry Rawson has impressed the residents of New South Wales most favourably, as much by his level-headed statesmanship as by his brusque and vigorous personality. Colonists like nothing better than strength and straightforwardness, and both these qualities are possessed by the new Governor in a very marked degree. It may be that his more purely diplomatic abilities will have greater scope when the Colonial Premiers return to their homes and the results of the Colonial Conference become clearly apparent. In the meantime it is pleasant that, having given New South Wales one of our very best men, the gift should be so distinctly appreciated.



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AT ROSE BAY, SYDNEY HARBOUR.

The Governor of New South Wales, Lady Rawson with their son and daughter, in the portico of "Cranbrook."

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THE FRENCH NATIONAL FETES.

[FROM A CORRESPONDENT.

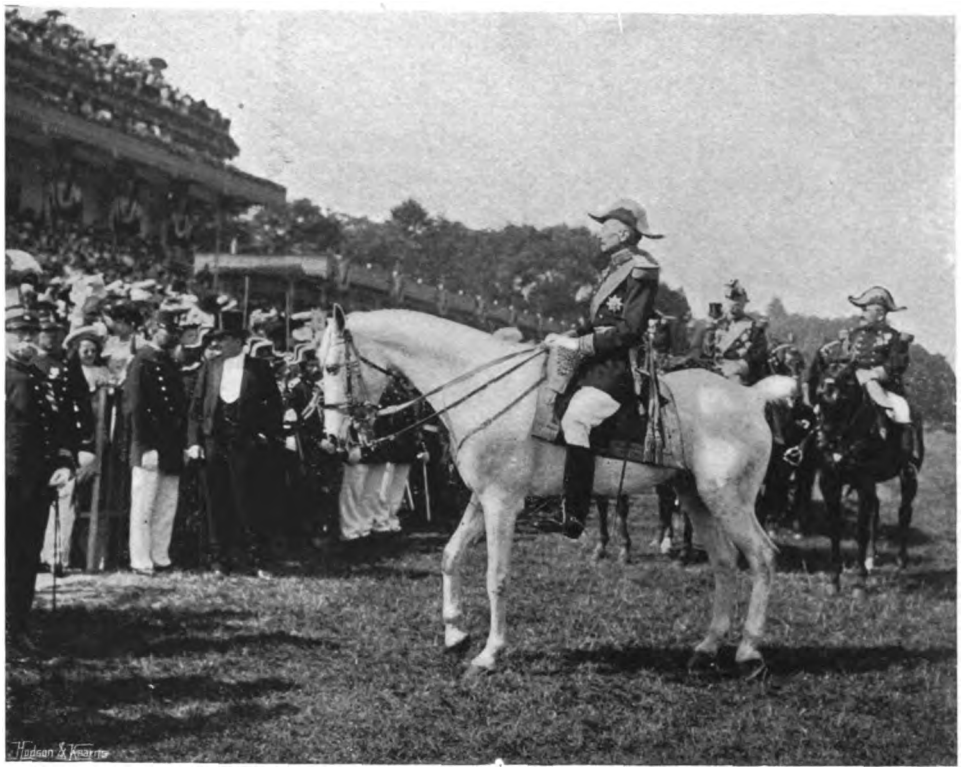
ALTHOUGH favoured this year with brilliant weather, the fêtes were not marked by any of those spontaneous outbursts of jollification which one has come to associate with them. Here and there groups of young girls were to be seen dancing half-heartedly; there were a few attempts to get up impromptu confetti battles; but as a whole the day passed off very quietly, so far as Paris was concerned. The *pièce de resistance* of the day, however, the grand Review, was an entire success.

Early in the morning the traditional manifestations took place in the Place de la Concorde. Deputations from the Municipal Council, the Polytechnic, and the League of Patriots all came and placed their wreaths on the Strasbourg Statue; patriotic airs were sung with great gusto by the crowd, but the whole affair passed off quite quietly, and it is noteworthy that a Parisian journal gives prominence to the fact that the police did not have to interfere.

In the afternoon there were great crowds in the Champs Elysées and all along the route to Longchamp to see the President pass on his way to the Review. The heat was tropical, and many cases of sunstroke were reported, one unfortunately terminating fatally. On the field itself the assembled regiments presented a fine sight. The sombre patch of colour given by the uniforms of the cadets of the Ecole Centrale, who took part in the Review for the first time this year, and the brilliant uniforms of the various foreign military attachés and the staffs attending the numerous generals, all combined to make a splendid display. At about three o'clock President Loubet arrived, and the Review commenced immediately. It did not last more than half-an-hour, but everything went off splendidly. The presentation of crosses of the Legion of Honour is always an interesting event, rendered doubly so this year by the well-deserved recognition of the *sapeurs-pompiers*, or firemen, who are enlisted as regular soldiers and have a regimental number, but who are all Volunteers and exempt from conscription. It would have been invidious to have picked out certain men for decoration, and someone had the happy thought to decorate the flag. Firemen are well deserving of all the praise showered upon them. Intrepid to a fault, ready at any moment to risk their lives in the attempt to save others, small wonder that not only in Paris, but all the world over, they are honoured, respected, and fêted. The cross which President Loubet solemnly affixed to their flag on the field of Longchamp does not honour the small handful of men who surrounded it as a guard of honour, but all those who serve in the great army of firemen.

There was an absence of unpleasant political incidents this year. The Combes Ministry has not been in office long enough to have quarrelled seriously with anybody, and it was really too hot to get more than mildly excited over anything. It was a day for drinks, and the vendors of iced beverages did a roaring trade. On all sides one heard their cries of "Citronnade!" "Menthe!" "Bière!" "Vin glacé!"

In the matter of illuminations and decorations great economy was manifested by the hotels, banks, and private individuals. The public buildings put on their full gala dress, of course, but it was interesting to note the absence of Russian flags. The lion of the hour was Ras Makonnen, who has been made a great fuss of by all Paris, and who will be forgotten in less than no time if only another big-wig comes along. The object of his visit is too well known in England to need mention by me, but he has not yet given any tangible evidence as to the country whose claims he intends to press with his Royal master. Parisians are very sanguine about the result, but then they always are—until after the event shows them to be wrong.



A WELL-KNOWN WAR MINISTER.

General Andre at the head of a brilliant staff.

AN INTERNATIONAL GROUP.

Foreign Military Attaches awaiting the arrival of the President.

Photos Copyright. *Chusseau-Flavians.*

A WELL-DESERVED HONOUR.

President Loubet decorating the firemen's flag.

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Photo. Copyright. THE CORONATION CONTINGENT AT PRACTICE. Representatives of the Canadian Field Artillery at Alexandra Park. Helsby.

THE CANADIAN FIELD ARTILLERY.

THE Canadian Field Artillery, both Permanent and Volunteer, is illustrated in the scenes depicted on these pages. Apart from the North-West Mounted Police, the military force of Canada, our oldest federation of Colonies, consists exclusively of Militia, for the most part rendering purely voluntary service, though the Dominion has power to call upon all able-bodied men between the ages of eighteen and forty-five to serve in the defence of their country. A comparatively small force of each arm, enlisted for a term of three years, provides a nucleus of Regulars, the Permanent Militia of Canada. For the Field Artillery this consists of but ten guns, A Battery (of six guns) and B Battery (of four), brigaded together at Kingston, which is situated at the extreme east end of Lake Ontario. A Battery, with an increased establishment, provides the Field Artillery School for the Dominion. This is under the command of Colonel Drury, A.D.C., who was awarded a Companionship of the Bath just about a year ago in recognition of his services as Commander of the Canadian Brigade Division of Field Artillery in South Africa.

One of our illustrations shows the barrack square at Kingston, with A Battery parading in preparation for general inspection. Colonel Drury himself will be noticed on horse-back passing through the line of guns.

Winter and summer transport is well illustrated in two other pictures, one of which also shows the A Battery Barracks. In winter the guns, 12-pounder 6-cwt. breech-loaders, are removed from their carriages and placed upon sleds (in detail), the invention of Colonel Drury. In this way the guns are easily handled on the ice of Lake Ontario—A Battery Barracks are situated on the very edge of the lake—or transported along the regular winter roads. Sleds are, of course, of no use whatever in soft snow, but are necessary on the beaten roads, and the gauge of the runners has, perforce, to be the same as that of ordinary vehicles, so as to run in the hard-beaten tracks of the roads. The guns are apt, in consequence, to be somewhat top-heavy, and occasional spills in wheeling sharply are not unknown. In snow, however, these are rarely grave.

Our summer transport picture shows a battery crossing the St. Lawence River at Montreal, huddled in some confusion, picturesquely, on board a river steam-boat. This is a six-gun battery of the Volunteer Militia, the third belonging to Montreal. That any confusion on board is only momentary

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IN THE BARRACK SQUARE AT KINGSTON, ONTARIO.

"A" Battery parading for general inspection.

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is amply proved by the smart appearance of one of the subdivisions of this same battery formed up on the quay at Montreal, this illustration having been taken but a few minutes after that on board the river boat, while the battery was in course of disembarking.

There are in all sixteen Volunteer Field Batteries of Canadian Artillery in the Dominion Militia, designated by numbers, and each, of course, associated with a particular city or rural district. The farthest west of these is at Winnipeg. These sixteen batteries are at present being brigaded together in regular brigade divisions of three batteries, where possible, to each, for purposes of better administration and more efficient training. They are all six-gun batteries, and are for the most part armed with the 12-pounder 6-cwt. breech-loading gun; that some have still the old 9-pounders is a consequence of the South African War, as the guns ordered by the Dominion Government were diverted to the Cape for actual service in the field.

WINTER TRANSPORT.

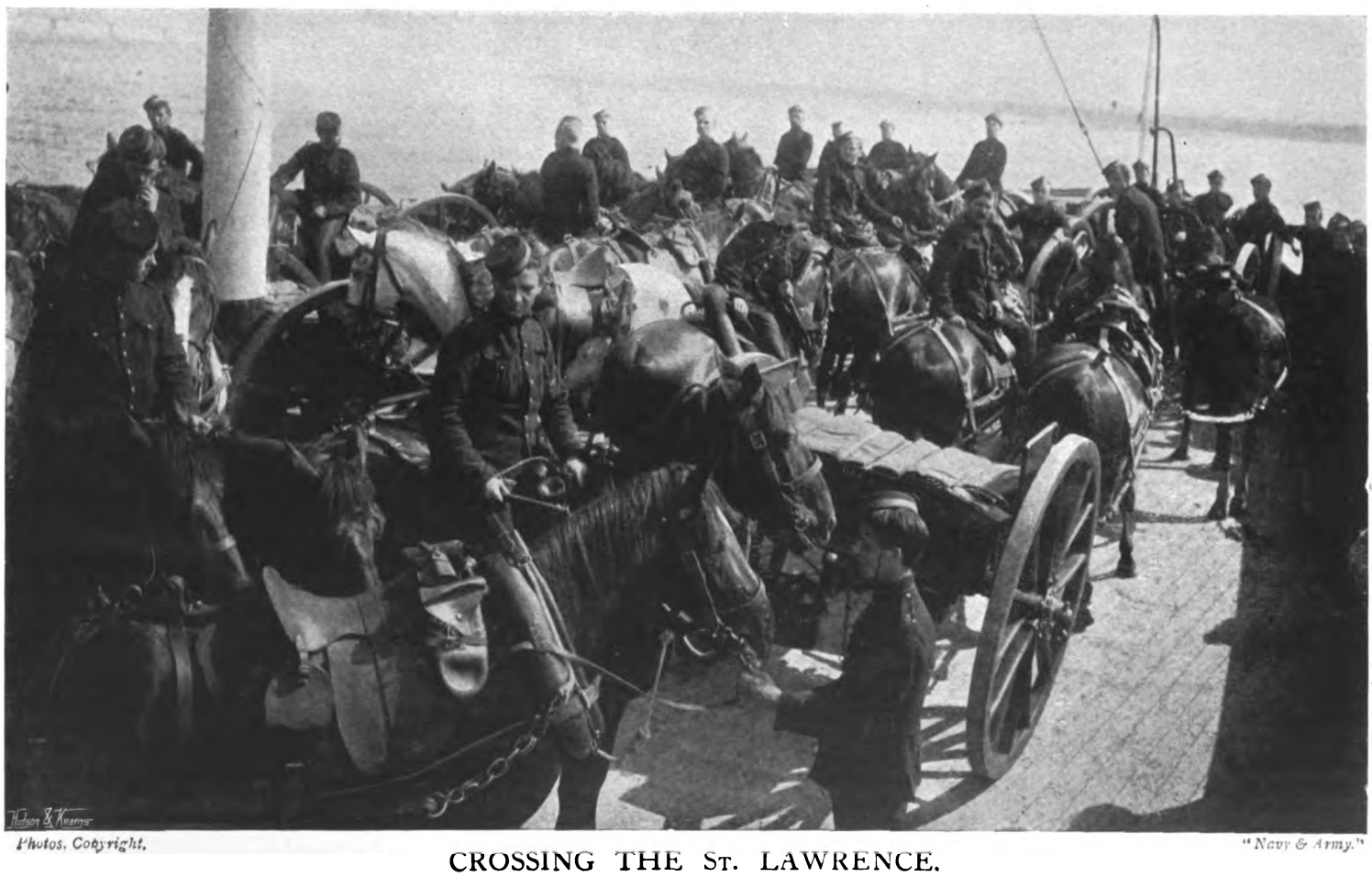
The 12-pounders of "A" Battery mounted on sleds.

SUMMER TRANSPORT.

Volunteer Artillery on the quay at Montreal.

Largely owing to the exertions of the Dominion Artillery Association, a brigade camp has in recent years been formed at Deseronto, on the shore of Lake Ontario, some forty miles west of Kingston, for the annual training of the Militia batteries, both Permanent and Volunteer. The site is a fine one, allowing of practice-ranges of about 4,000-yds., only liable to be interfered with occasionally by passing vessels out on the lake. Here as many as possible of the batteries are brought for their annual field training and firing, the legal period of training being twelve days. Those batteries that cannot come for their entire period of training at Deseronto have to send detachments there for firing practice. This practice is competitive between all the batteries, and naturally occasions considerable rivalry for the cup annually presented by the Governor-General of Canada.

It will be recalled that when the Dominion organised and equipped her contingents for South Africa, she sent a complete Brigade Division of Field Artillery—three batteries, C, D, and E—recruited from her Permanent and Volunteer Militia, under the command of Lieutenant-Colonel Drury. In the result these batteries were widely separated, but all did excellent work. C Battery, it will be remembered, under Major (now Lieutenant-Colonel) Hudon, accomplished something of a "record" march by way of Beira, and arrived in time to take a decisive part in the final relief of Mafeking. A large percentage of the men shown in the photographs here reproduced are South African veterans from one or other of the Canadian Contingents.



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CROSSING THE ST. LAWRENCE.

A battery of Volunteer Militia Artillery on board a river boat.

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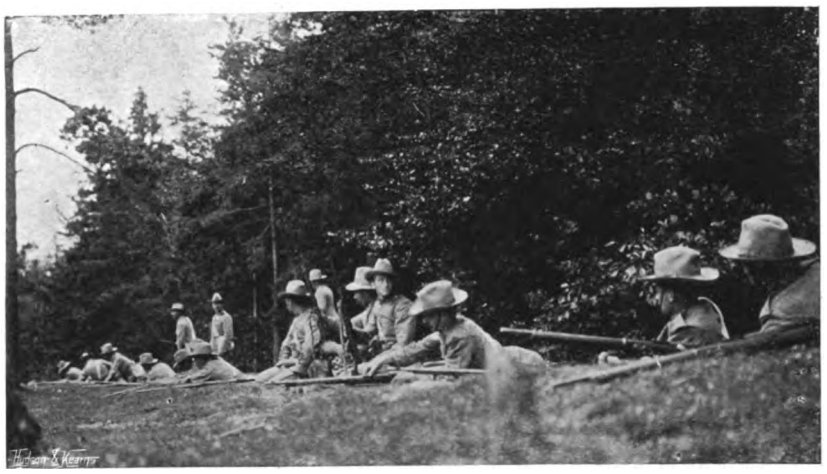
DEFENCE, NOT DEFIANCE.

VOLUNTEER ARTILLERY.



2nd VOLUNTEER BATTALION SOMERSETS WAITING ORDERS.

INFANTRY ON THE MARCH.

CITIZEN SOLDIERS IN TOWN AND COUNTRY.

By TRAINBAND.

QUITE recently, somewhat lengthy reference was made in these columns to the grievances under which Volunteer Artillery so often labour. As a matter of fact, in bygone days this branch of the Service, for some unknown reason, seemed rarely to attract public attention in the same way as did Rifle Volunteers. Latterly, however, probably owing to the generally increased interest in matters military, due prominence has been given to Volunteer gunners, their merits and defects. Though the issue of really modern guns is decidedly slow, a beginning at any rate has been made, and there is every prospect that the very real hardship mentioned may be quite removed within reasonable time. It is also satisfactory to note that the authorities evidently intend to afford proper facilities that the Volunteer Artilleryman shall be kept well up to date in the working of quick-firing guns. The sixth quick-firing course at the School of Gunnery, Shoeburyness, which assembled in the middle of July, was made up entirely of Colonials and Volunteers, and the previous course had also been largely composed of Volunteers. It is to be hoped that every chance will be given to Volunteer Artillerymen, under their varying circumstances, to take advantage of the instruction afforded by the School of Gunnery.

The presence in the Mother Country of so many Colonial and Indian Volunteers has created a certain amount of enquiry as to the organisation of these offshoots of the Home Citizen Army. In most cases, the detachments seen in England prove that they are a credit to the force; but as, when dealing with the revised Volunteer Regulations, the varying conditions of corps in Great Britain only had to be considered, it is easy to understand how widely different may be the circumstances under which Volunteer corps are raised and maintained in Colonies which amongst them embrace almost every variety of life and climate. Recently, Major-General Hill, C.B., the Inspector-General of Volunteers in India, publicly censured certain Anglo-Indian Volunteers for failing to keep their rifles in order, and refused to issue the ·303 rifle to any corps which was reported as having neglected its Martini rifles. In the case of any soldier the responsibility for the proper order of his rifle rests upon himself, and Major-General Hill's reprimand was therefore quite justified, and it is to be expected that it will produce a good effect.

Meanwhile it is not difficult to account for the pre-existing laxity. The European in India is accustomed to have all manual work performed by natives; and the European in the ranks of a Volunteer corps was, as a matter of course, in the habit of handing over his weapon to some native servant to clean and oil. The servant, if not carefully looked after, perhaps habitually scamped this work, and the value of the rifle quickly deteriorated. It has, indeed, been affirmed that in some Indian Volunteer battalions it was the regular practice for the members to leave their arms and accoutrements on the ground after parade, to be picked up and conveyed to the armoury by coolies hired for the purpose. An equally extraordinary practice preceded the parade, when full equipment for the number of men expected was laid out on the ground, and each member furnished himself on arrival. The Inspector-General's observations ought certainly to immediately change such proceedings. Though, of course, not carried to the same extent, in days not so long gone by it was usual in many Yeomanry corps at home for the well-to-do troopers to be attended in camp by their servants. We remember one case in which a trooper was adjudged the prize for the best turn-out in his squadron, but who was subsequently disqualified because he conscientiously mentioned that his groom had "done" his horse.

The late debate in the House of Commons on the Army Votes as usual produced some remarks of interest to the Yeomanry and Volunteers. A distinction between the conditions of service in the hastily-raised battalions of Imperial Yeomanry for South Africa, and the county regiments at home, now all designated Imperial Yeomanry, was pointed out. It was admitted that the force was not nearly up to the establishment provided for by the new regulations, but it is satisfactory to learn definitely that recruiting continues to proceed briskly. Attention was directed also to the steps which the Government had taken to ensure proper training of the Yeomanry in camps, under conditions as nearly as possible approaching those experienced on active service; and no one can doubt that this is a very marked change for the better. A few weeks ago a good deal was said in this column regarding the equitation of the Yeomanry and Mounted Infantry companies of Volunteers, so there is no need to now discuss the suggestion of an Hon. Member who advocated the establishment of riding schools in popular centres. In the debate on the Army Votes in Parliament no reference was made to the two regiments of Irish Yeomanry about to be raised. Although the preliminary arrangements are in each case complete, an eminent constitutional lawyer has given his opinion that it is illegal to raise any troops for employment in Ireland, and that the attempt to form the two regiments may possibly have to remain in abeyance pending a special Act of Parliament. By the lay mind, however, it may be presumed that the formation of the corps under consideration has not been ordered without proper precautions having been taken to ensure immunity from legal objection. Especially does this appear likely, when the existence of both Yeomanry and Volunteers in Ireland during the early part of the last century is remembered. It is almost unnecessary to add that, even should the alleged illegality exist, it can in no way apply to the Irish Horse especially organised for service in South Africa.

During the past few weeks most of the Metropolitan Volunteer corps have held their annual church parade, which is a generally popular event. At the same time it is quite just that it should have been ruled that attendance at the parade should no longer count as a drill towards efficiency. Indeed, it is a matter for surprise why it should ever have been allowed to do so. The alteration in the regulation, however, has had no ill effect on the average muster, which generally includes men of all shades of religious belief. The *odium theologicum* is but rarely felt in Volunteer battalions, though we recollect one instance in which it was somewhat

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prominent. Nor were matters improved by a speech of the sergeant-major on the occasion of the corps going into camp. The battalion marched in on a Saturday, and several members seized the first opportunity to notify their wish to attend various places of worship the following day. The adjutant, therefore, suggested to the sergeant-major that, in order to avoid confusion, the men should be made to assemble on Saturday evening, in detachments according to their religious tenets. "Very good, sir," replied the worthy sergeant-major, and as the men appeared on the parade ground he called out, "Fall in. Church of England on the right, Roman Catholics on the left, all fancy religions in the rear."

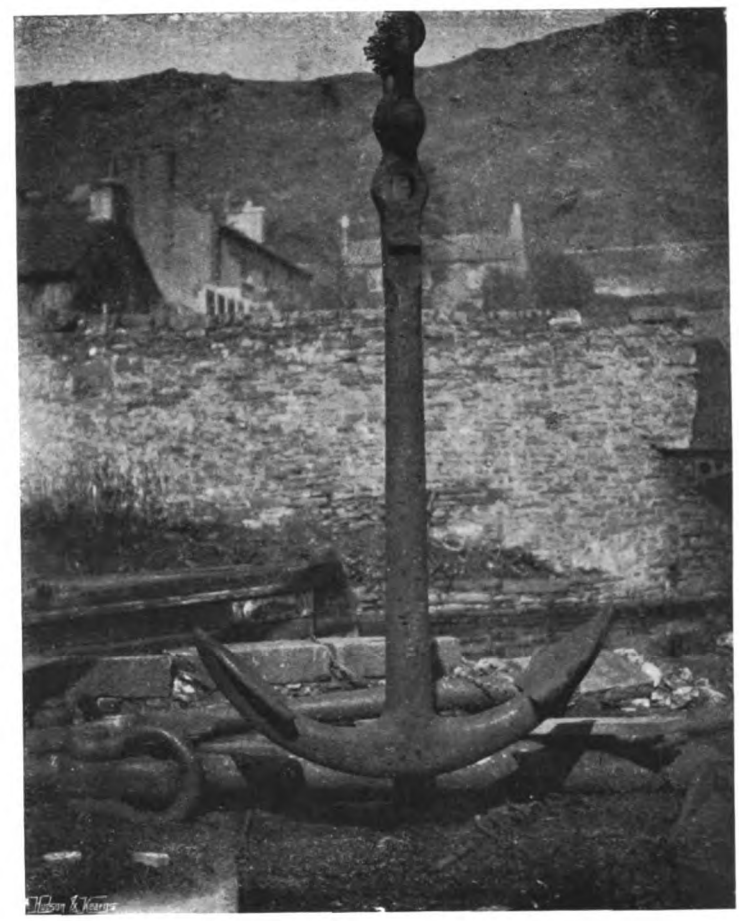
Speaking of the permanent staff of Volunteer battalions, the general officers commanding districts have been called upon to arrange for regimental district conferences with commanding officers of every Volunteer corps, to consider the question of the remuneration which it may be necessary to grant from the corps funds to sergeant-instructors, under Paragraph 613 of the Volunteer Regulations. The object is that the remuneration may, as far as possible, be uniform throughout each regimental district, and the rates of payment framed accordingly. In some districts sergeant-instructors are feeling much concern in consequence of this order, which, in their opinion, aims at substituting universal stipulated amounts as remuneration for the extra work performed by members of the permanent staff, as against the existing individual corps agreements between commanding officers and their sergeant-instructors, a change which would mean a reduction of the present rate of pay for this extra work. As the circumstances of the various corps differ so widely, it has not been found possible to lay down a universal rate, in determining which regard must be paid to the local circumstances, the nature of the work to be performed, and whether quarters are or are not provided by the corps. It is possible that the change may in some isolated cases tell hardly on a sergeant-instructor, but it is almost impossible to frame general regulations which will absolutely similarly affect all concerned. As far as can be arranged, existing agreements should be allowed to hold good; but, beyond this, we think that the proposal to enforce a uniform scale of pay decidedly sensible. Nor should it be forgotten that if at any time a variation in the rate be deemed necessary, a commanding officer can always submit a revised schedule for approval.

CABLES AND ANCHORS IN HIS MAJESTY'S NAVY.

By L. BROKE WILLOUGHBY.

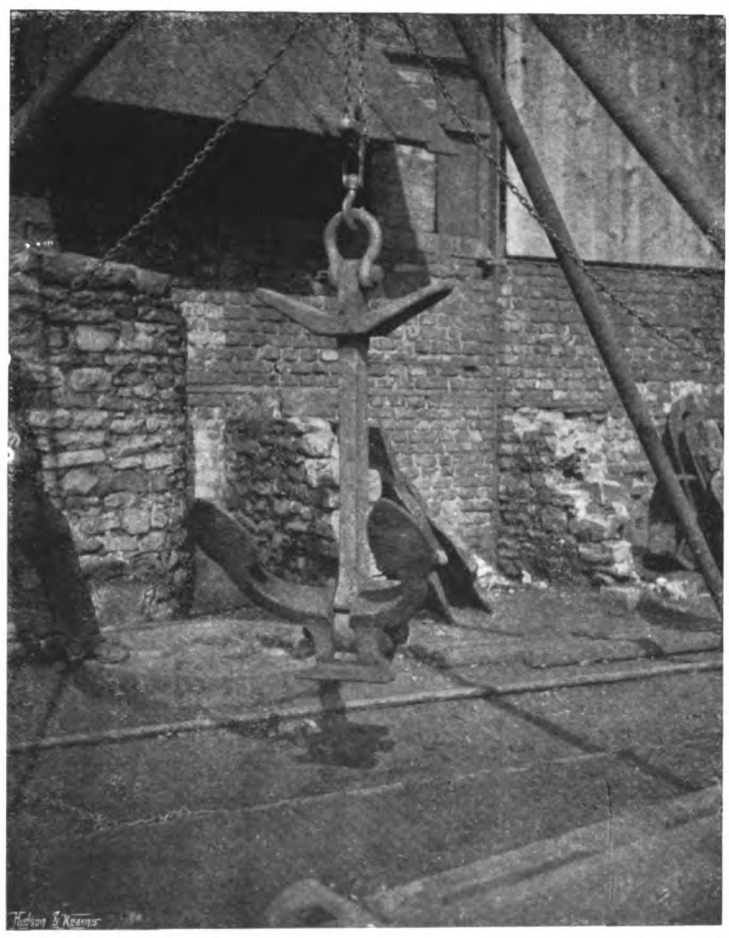
"The windlass strains the tackle chains, the black mound heaves below,
And red and deep a hundred veins burst out at every throe;
It rises, roars, rends all outright—O Vulcan, what a glow!
'Tis blinding white, 'tis blasting bright, the high sun shines not so!
The high sun sees not, on the earth, such fiery fearful show;
The roof-ribs swarth, the cadent hearth, the ruddy lurid row
Of smiths that stand, an ardent band, like these before the foe;
As quivering through the fleece of flame, the sailing monster slow
Sinks on the anvil—all about the faces fiery grow—
'Hurrah!' they shout, 'leap out! leap out!' bang, bang, the sledges go;
Hurrah! the jetted lightnings are hissing high and low;
A hailing font of fire is struck at every squashing blow.
In livid and obdurate gloom, he darkens down at last,
A shapely one he is and strong as e'er from cat was cast;
A trusted and trustworthy guard, if thou hadst life like me,
What pleasures would thy toils reward beneath the deep green sea!"—
FERGUSON.

AS to whom must be given the credit as the first inventor of anchors is a matter somewhat difficult to prove, though it is practically certain that the Tuscans were responsible for them. Lowring says: "Some have ascribed the invention to the Tyrrhenians, others to Midas, the son of Gordius. The most ancient anchors are said to have been of stone, and sometimes of wood, to which a great quantity of lead was attached. In some places baskets full of stones and sacks filled with sand were employed for the same use. All were let down by cords into the sea, and by their weight stayed the course of the ship. Afterwards anchors were made of iron, at first with only one fluke, but in a short time a second was added by Eupalamus or Anacharis, the Scythian philosopher."



"HEAVE HO!"

An old-time anchor now seldom used.



Photos. Copyright. "Navy & Army."

ANOTHER SORT OF ANCHOR.

More modern, and unlike the other now in frequent use.

Anchors appear to have been forged in England as far back as A.D. 578, since which date they have passed through various forms, more or less clumsy in shape, and generally depicted as the emblem of Hope, a pattern which is now quite obsolete. Anchors of various designs have been invented within the last half century, the modern one being of quite different construction to the earlier ones, the arms being movable, and both catching and penetrating the ground at the same time. The latest form is known as the Lenox anchor, which is now used by the Admiralty. This anchor was designed by Messrs. Brown, Lenox, and Co. of Pontypridd, and its peculiar feature is the "tipping-piece" placed between the two arms; its business is to catch in the ground immediately and compel the arms to fall into a holding position. The "shank" only is of iron, the "head" (or tipping-piece and arms forming one piece) and the stock being of the finest quality cast steel. It appears that anchors are sometimes liable to be disturbed by a curious circumstance, namely, the formation of "ground

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ice" (as it is called) at the bottom of the water. On February 9, 1806, during a strong north-east wind and a temperature of 34-deg. Fahr., a long iron cable to which the buoys of the fairway had been fastened, and which had been lost sight of at Schappel's wreck in the Baltic, in a depth of about 18-ft., suddenly appeared at the surface of the water and floated there, completely encrusted with ice to the thickness of several feet.

A cable of goodly circumference and about 30 fathoms in length, which had been lost the preceding summer in a depth of 30-ft., appeared at the surface with a coating of 2-ft. of ice. On the same day an anchor, after resting an hour at the bottom, became so encrusted that it required only half the usual power to heave it up. Had it remained sufficiently long and the ice accumulated upon it to a greater thickness the probability is that it, too, would have risen to the surface.

Equally ancient is the manufacture of chains and cables to which the anchors are attached. In the Old Testament, chains of gold (probably brass) are referred to, and in Cæsar's "De Bello Gallico" we read of anchors fastened with iron chains instead of ropes, B.C. 56.

There is no doubt that innumerable patents for cables and chains have been taken out in early days; but nothing seems to have come of them. At the beginning of the eighteenth century chain cables for securing vessels were entirely unknown. Before iron cables were used a first-rate East Indiaman carried as many as ten or eleven huge hempen cable ropes, the largest size then in use being about 25-in. in circumference (8-in. diameter), and weighing about six tons; this may be said to equal 2¼-in. diameter chain cables.

The effluvium or exhalation from dirty rope cables stowed away in the ships was thought to have caused great mortality in hot climates, and the room necessary for their stowage was two-thirds more than required for iron chain cables to-day. Hempen cables were also more liable to be chafed and cut by rocks and ice, or injured by shot and shell, than iron cables. It therefore became apparent that iron cables possessed many advantages over hempen ones, but it was many a long year before iron prevailed, owing to the prejudice which existed for hemp as against iron. Iron chains were first used in the Royal Navy in 1810, the full complement of hempen cables being still carried, and it was not till 1844 that this number was reduced to three, and in 1847 to two, the vessels being equipped with four chain cables. It was in 1854 that hempen ropes died out of the Royal Navy, as in that year, during the Russian War, the cables were severely tried, particularly in those vessels exposed to a hurricane in the Black Sea. Not one of the men-of-war parted their iron cables, while the merchant ships, carrying chiefly hempen ropes, met with disaster.

"Navy & Army."

Photos. Copyright. A CHAIN CABLE.

The size of the links is shown by the man at the side.

SOME IRON RINGS.

On first glance they look like life-belts.

The first chain cable was made by Robert Flinn in 1808. It had short links and no stay pin or stud across the link, and was used in a small vessel called the "Anne and Isabella," 300 tons, built at Berwick-on-Tweed. In the same year Samuel Brown, a lieutenant in the Royal Navy, obtained a patent for certain improvements in chain for rigging ships and for use in holding ships at anchor.

Brown's chain cable links were first twisted, but eight years later he abandoned the twisted link for the form now in use. Lieutenant Brown brought his new chain to the notice of the Navy Board, and after a time the Admiralty permitted a trial (at Brown's expense!) The "Penelope," a 400-ton sailing vessel, was fitted out and sent on a voyage to Martinique and Guadeloupe, under the command of Brown himself. The cables were severely tried in this four months' voyage, and were found to give great satisfaction. A committee of Naval officers was then appointed for the purpose of considering and advising as to the use of iron cables in the Royal Navy, which resulted in their gradual adoption.

A battle-ship now carries four main cables and anchors, each of which roughly costs £200. Cables are made from scrap iron of all descriptions, collected in various parts, and include old railway lines, propellers of ships, and, in fact, all sorts of wrought iron. These are all piled into suitable sized heaps, being carefully selected, heated in the furnace, and worked under the steam hammer to a solid, clean bloom (as it is called). This is then reheated and rolled in the mill into what is termed flat iron, being bars about 2-ft. long and 6-in. wide by ¾-in. thick, being cut to this length by a circular saw when hot. These are again piled one on the other, about eight high, reheated, passed again through the mill, and come out as the finished bars. These are cut into lengths by a scarping machine, turned into the shape of the link, and afterwards transferred to the welder to be formed into the chain. If the chain is for Government service, the whole process is under the inspection of the Government overseer, who, in the case of large contractors, lives on the premises. The manufacture of cables is a complicated process, employing roughly five different trades, while the wages earned, especially that of the welder, run high; in fact, he feels aggrieved if he has less than £4 to £5 wages to draw at the end of the week. He works from 7 a.m. till 3 p.m., as it appears (at any rate so far as the works in Wales are concerned) that they have a rule amongst the workmen themselves as inflexible as that of the Medes and Persians, that only a fixed quantity of each sized cable is welded every day, so that they may be able to get away early.

It would seem, therefore, so far as the cable trade is concerned, that trade unions do undoubtedly put a limit on the output, a question over which much controversy has been held in the papers.

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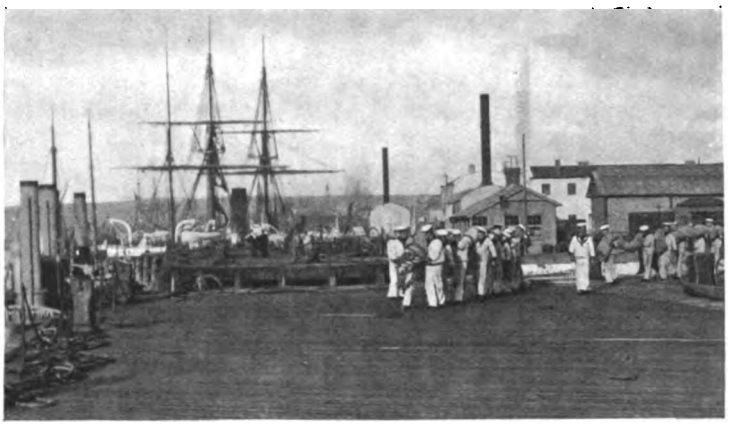
JACK AT PLAY.



REMOVING SAILS, DEVONPORT DOCKYARD.

JACK AT WORK.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

THIS series of articles upon the progress of Navies has now taken stock of the material development in the maritime preparations of several of the great States of the world. We have seen that extraordinary expansion is going on, that new Naval Powers have arisen, and that new groupings of forces have to be considered. The survey has been undertaken, and will be continued, because obviously the progress made by other nations should be the gauge and standard of our own. We are, of course, aware that other considerations intervene—that expense, in the words of a late distinguished admiral, sometimes "governs everything." Perhaps there are times when inevitably that must be the case, but, at least, this may be said, that our expenditure itself must be well governed; and that our policy must be directed not to the conveniences of peace, but to the stern realities of war. *Stare super vias antiquas* is an excellent maxim, but it is not applicable to Naval things. It retained for us muzzle-loading guns, it retarded the introduction of iron ship-building, and it has made slow and laborious every step in Naval progress. Our daily fight must be to escape from the strong prepossessions that gather about us in the easy times of peace, for it may be asserted with some confidence that success in war is proportionate to the extent to which the thraldom begotten of the influences of peace is overcome.

The things that fall most easily under observation, and therefore under judgment, are material things. Matters that concern training, administration, and directive organisation are apt to elude the enquirer. Thus it was that the conditions arising from the character of the seat of war in South Africa were overlooked, that it took us long to recognise rightly the value of the horse, and that the slaughters of Colenso, Magersfontein, and Stormberg were required to teach us the new tactics of the field.

Many are those who assert that our Naval organisation exhibits the same defects and vices as are now, we hope, being purged out of our military system. A great many distinguished Naval officers are discontented with things as they are. They demand a higher organisation and training in view of war. Has not Sir Cyprian Bridge, to name but one, expounded with convincing force in the "Naval Annual" the dangers that spring from a long peace, wherein is crystallised the experience of a vanished state of things? There may well be some misgiving when we remember that the example of the past sufficed to absorb attention in the work of training under masts and sails, to the detriment of training in the work of those ships which our officers and men actually have to handle. There were abundant advantages in such a system, but it belonged to the sailing Navy, and was doomed, yet it died hard, and the ideas that prompted it are not even now extinct. Lord Selborne, however, has left no doubt that officially it has been at last definitely abandoned. There is no ambiguity; the Board of Admiralty do not consider the exercise essential for the proper training of officers and seamen. The First Lord said, with sound understanding and logic, that what *is* essential is "all sea knowledge which is necessary for the management of modern vessels of war and their boats under all conditions, and gunnery and torpedo work in all its branches." He added "that the training of a seaman should therefore be directed towards a knowledge of the structure and machinery of a modern man-of-war, and capacity and handiness to deal with and repair it."

That, then, is the ideal towards which we are advancing. The seaman is becoming more and more an engineer. Looking to the recent past, we see that the engineering branch has struggled upward by a long and laborious road to the position it at present holds. Have we ever sufficiently realised the stupendous change made necessary in the complements of our ships and the training of them by the introduction of steam? Nothing less than a complete revolution is involved, and is even now in progress. We must not ignore the fact that the proportion of the non-combatant personnel in our ships, mainly through the introduction of the engineering branch, has increased enormously within the century, and yet the cry is for more. We cannot wonder that it should be so, and the supply is inadequate. I am acquainted with a certain ship —and she is typical of many—in which, in addition to the main engines of some 15,000 horse-power, there are fifty-nine various auxiliary steam engines and fifty-four hydraulic engines or driving appliances, as well as two complete sets of machinery for cooling the main magazines, with three steamboats and a vast array of other matters, including fire, ventilating, and flooding arrangements, water-tight doors and sluice valves, and many internal mechanisms and adjustments, for which the engineering staff is responsible. Let a single valve get out of order or a faulty adjustment be made, and a huge gun-turret, with two guns, might be rendered unworkable; and so with other departments of the ship. And yet lately that ship was supplied only with her fleet engineer, two engineers, one artificer-engineer, and ten chief and other engine-room artificers, while four of the latter were lent "for instruction," as if someone had time to instruct them.

On the other hand, that same ship, like many others, was short of executive officers. The lieutenants did not suffice to keep the watches, and there were not enough of them for the guns. Such a state of things is obviously perilous, and does not betoken proper preparation for war. And yet—strange anomaly to those who do not know the binding force of tradition—there were two Marine officers on board ill-content that they had so little to do. Obviously, in such a state of things there are defects craving amendment. Those who know the internal economy of war-ships are well aware that to increase both the executive and engineering branches is impossible, and the Marine officer is too valuable to be lost. Some remedy must be found, and it may perhaps be found in the direction of amalgamating, upon some principle to be devised, all the branches in a single line. The vigorous common-sense of the Americans has carried them perhaps too rapidly that way, and their scheme has met with strong opposition, owing partly to its inherent difficulties and partly to the thraldom of custom and training.

Any such scheme applied to a vast organisation like the British Navy must be fraught with prodigious difficulties, but there are indications that the Admiralty are preparing to grapple with the dangers and anomalies that exist. They

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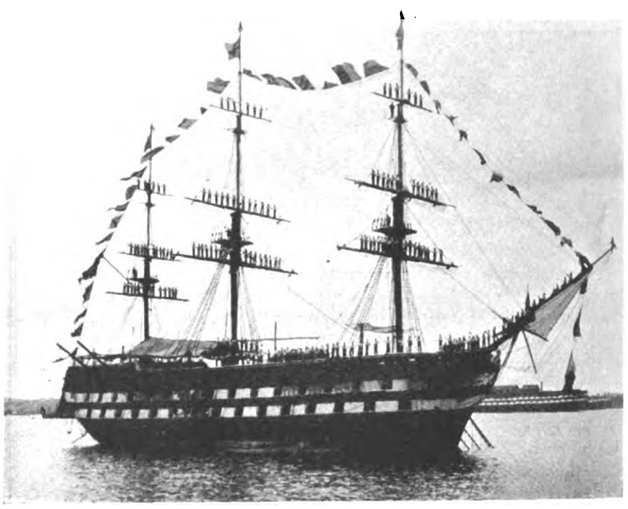
lately decided to transfer the hydraulic machinery for working guns, and the entire electric and torpedo arrangements, to the charge of gunnery and torpedo lieutenants, and the significance of that change must not be overlooked. Lord Selborne, who recognises most completely that the question of the personnel is far more difficult than all questions of material, has more recently told us that the Admiralty are taking in hand the whole question of the training of the Navy and its Reserve, and the very important correlated problems touching the relation of the several branches of the Navy to one another, the organisation of those branches, and their mutual position. He was insistent that the Admiralty are dealing with them all, and indicated the certainty of forthcoming changes. No changes can be satisfactory that do not provide for a better distribution of duties on board ship, for a ship of war is a fighting engine, and every officer and man on board should be engaged in promoting her fighting efficiency. She cannot be efficient if executive officers are not numerous enough for executive duties, nor if the engine-room be under-officered or under-manned. Her internal organisation must be based on the requirements of her fighting efficiency.

Happily the Board of Admiralty are not afflicted with "incurable official optimism." They know that the time has come for great changes, and when, says Lord Selborne, they "announce their decision and issue their views to an expectant world," their scheme will be the result of "careful and prolonged study." That is excellent, for it was just the want of such study which made it necessary some years ago suddenly to embody a large number of supplementary lieutenants to fill a yawning gap left vacant by lack of foresight. The same lack of foresight made necessary the exertion of public pressure in 1885, 1889, and 1893 to bring about the great additions to the Navy which have made it what it is. Unfortunately, in those stirring times, attention was almost wholly absorbed in the consideration of material matters, and the far greater things which concern the personnel of the Navy did not receive all the careful study they deserved. Now those times are past. We have a Board of Admiralty giving abundant signs of prescient initiative, and the "expectant world" may look forward to a serious effort being made to deal with some problems of extraordinary complexity and difficulty concerning the personnel of the Navy which are pressing forward for solution.

THE "CORNWALL" TRAINING-SHIP.

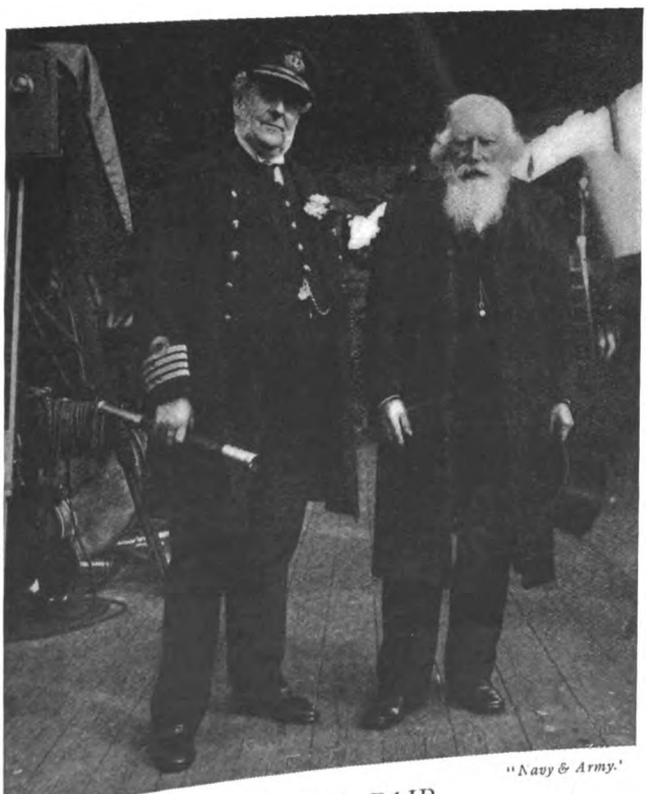
WELL-ORGANISED and well-directed charitable effort is characteristic of these days. Under the inspiration of our Royal House there is constantly exercised sympathetic effort to brighten the lives of those whose surroundings are sordid, and to raise to higher levels numbers of the submerged tenth. Among the institutions working with this object in view, none deserves readier recognition than the training-ship "Cornwall." Anchored in the Thames off Purfleet, the old three-decker is a pretty sight, especially when her yards are manned and she is dressed with many-hued bunting. Such was the case when the Annual Meeting and Sports were held on board on July 25. The sympathisers with and subscribers to the Institution were then gathered together under the chairmanship of Sir G. Chambers. Unfortunately the Prince of Wales, who is patron of the ship, was prevented from attending, and Lord Charles Beresford, another warm friend, expressed regret at his unavoidable absence. But both acknowledged the value of the work carried on and hoped for continued success.

Sir George, referring to the past history of the "Cornwall" as a training-ship, stated that nearly 4,000 boys had passed through her. To-day 242 boys are receiving a practical and technical education which will well fit them to become members of the King's Navy or the Mercantile Marine. This work is of immense benefit, and much of the success achieved is due to the personal initiative of Rear-Admiral Arthur Morrell, who, for the twenty-nine years in which he has commanded the ship, has striven to make it a home for the boys.



PRETTY AND USEFUL.

The "Cornwall" boys dress ship and "man" yards in old-time fashion.



"Navy & Army."

Photos. Copyright. A STERLING PAIR.

Rear-Admiral Arthur Morrell (Captain-Superintendent) and Sir G. Chambers, D.L. (Chairman of Committee).

Admiral Sir E. Fremantle referred to the recent assault upon an officer. This had been exaggerated by certain sensational papers into a mutiny, but there had been neither mutiny nor conspiracy. An isolated case of assault did not reflect upon the discipline of the ship. Such an event was not likely to recur, and it was only just to both officers and boys to repudiate the reflection which had been cast upon them.

Rear-Admiral Morrell evidently takes a great interest in his boys. With pride he declared that 2,600 had passed through his hands, and he knew where 2,400 of them were, and what they were now doing. During his twenty-nine years of office the ship had been inspected forty times, and not once had fault been found with her management or discipline. The idea of mutiny was ridiculous. "Mutiny!" he cried, with ringing emphasis. "Why, my family, or myself, or my officers can go anywhere after 'Lights out' and not a rude word will be spoken."

When the boys were put through their drill with real Admiralty cutlasses, the old chief's fine face lit up with pride and pleasure. "They call this mutiny!" he exclaimed. Certainly the exhibition was a fine illustration of patient teaching and discipline, and was calculated to give the lie direct to scandal-mongers. The prizes awarded would seem to encourage the boys to choose a maritime career. These embrace prizes for general seamanship, knowledge of the compass, sail-making, and knowledge of rules of the road. There is one for the old "Cornwall" boy who produces the greatest number of "V.G." discharges; one for the old boy who has been longest in the Navy or the Royal Naval Reserve; and one for the old boy who is either a petty officer in the Navy, non-commissioned officer in the Army, or mate in the Merchant Service. In this way healthy competition is stimulated and encouragement afforded. No wonder that the "Cornwall" boys are proud of their old ship.

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AN ELEPHANT BATTERY.

NATIVE WAGGON, CALCUTTA.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By Captain Owen Wheeler.

IT is interesting and pleasantly instructive that the Government of India should have published an outline of the arrangements in connection with the future Coronation Durbar at Delhi almost simultaneously with the performance of the actual Coronation ceremony in London. Readers of Navy and Army Illustrated have been carefully reminded of the significance of the forthcoming Delhi Durbar, and I shall not now make any but passing allusion to the detailed programme of the ceremonies. Indeed, the bigness of the latter seems to be beyond the reach of anticipatory comment. A huge horseshoe-shaped amphitheatre, with sitting and standing accommodation for 12,000 persons, a parade of 40,000 troops, the entry of the Viceroy in state with his full escort, the attendance of the Ruling Chiefs, and the presence of anything between one and two millions of spectators, constitute a series of spectacular possibilities to which even my highly decorative style is unequal so far in advance. But I think special attention may here be drawn to the suggested fixture for Monday, January 5, when there will probably be a review of the troops, retainers, elephants, and followers of the Native Chiefs. Apart from the Proclamation itself this review will be one of the most striking and novel features of the Durbar, and will be particularly interesting to those present who have watched with close and intelligent attention the latter-day development of the habitual fondness of the Native Chief for military display.

I cannot at this moment recall—and I have not my father's "History of the Imperial Assemblage at Delhi" by me—whether a review of this sort formed one of the features of the 1877 Durbar, but, if it did, its character must have been altogether different from the review which the Viceroy will conduct next January. For it was not until 1888 that the Imperial Service Force was instituted, and it goes without saying that the Imperial Service Troops will now receive far more attention from any Viceroy or other authority at a review than the generality of rabble soldiery still maintained in some Native States. Indeed, one may be pardoned for supposing that the review as proposed is regarded as a useful means of conveying to the Ruling Chiefs a hint that adherence to the old style of "army" is neither particularly pleasing to the Government of India, nor consonant with the dignity of a progressive Native Prince. Certainly I should imagine that a Ruling Chief who takes with him to the Durbar an escort of the sort that I can recall, and such as can doubtless be still met with in dozens of minor States, will feel pretty small when he notes the much greater approbation which the Viceroy will bestow on contingents numerically smaller, perhaps, but equipped on the Imperial Service model. Oh! those old tag-rag and bob-tail "armies" of Native Chiefs! How proud the Chiefs used to be of them, and how strange that anyone could possibly have any sort of pride in maintaining such a mixed assortment of worthless ragamuffins.

I remember once going to pay a return call upon a Rajah who, during the march of a detachment of my regiment through a remote Native State, had visited our camp and had been evidently impressed by the guard of honour which, as instructed by the "political" who was travelling with us, we gave him. When we arrived at his palace, having accomplished the journey in some state on commissariat elephants, we too were received by a guard of honour, and it was one of the funniest sights I ever saw. There were about thirty of them of all ages, dressed in the most amazing variety of cast-off British uniforms, and armed with the most alarming selection of obsolete guns that I have ever seen outside a museum. I would not have fired off one of them for a hundred pounds, stone-broke subaltern as I was. As our elephants lob-lolloped up to the gateway the guard essayed to "present arms," but the performance was not inspiring. From the time the first man started to the time the last left off about three minutes elapsed, and, in the interval, some very remarkable antics were exhibited. On the whole I would as soon have had the command of thirty chimpanzees as of that motley crew of parti-coloured mountebanks. But they were quite up to the usual standard then prevailing in all but a few of the larger States, in which here and there fairly efficient, but generally very ill-disciplined, regiments were maintained.

Talking of the Delhi Durbar, I see that the Government of India is endeavouring to ascertain the names of all the surviving Native officers and men who took part in the operations at Delhi and Lucknow during the Mutiny, in order that special arrangements for their attendance at the Durbar may be made. This is a very praiseworthy movement up to a certain point, and is quite in agreement with Lord Curzon's known ideas on the subject, to which he recently gave eloquent expression in opening the Telegraph Memorial at Delhi. At the same time, there will be many to deprecate the introduction of any such pointed reminder of the Mutiny days at a Durbar like that to be held in January. There does not appear to be any special need of placarding these painful memories, "lest we forget," over a scene the most impressive note of which is present unquestioning and unquestioned loyalty to "salt."

Still, the Government of India knows its business, and may have useful reasons for taking steps in the direction indicated. One never quite knows what efforts are being made to rear noxious plants in that queer hotbed of ideas, the Native mind, and it may possibly be desirable just now, as a mere matter of everyday precaution, to emphasise the fact that the times are out of joint for those who harbour evil thoughts of sedition and disturbance. There is always a certain amount of sedition being chattered here or there in Indian bazaars—as Indian Police officers know well—and from time to time the volume of foolish talk grows louder, till some hint is given that the Sirkar, as the Government is called, knows all about it and is inclined to drop heavily on offenders. Only a few days back a man was arrested at Lucknow who was caught preaching seditious doctrines in the lines of the 7th Rajputs. He was an old man with a long white beard, and was attired as a *yogi* or holy ascetic. It is said that he is no other than a famous Mutiny leader, Rana Beni of Shankarpur, who was known to be hiding a few months ago in Nepal. If this be the case, one can only wonder at the man's hardihood or ignorance, for the chances of arrest were at least a hundred to one, so complete is the Police system of espionage and surveillance, not to speak of

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the danger of attempting to corrupt any regiment of the regular Native Army.

One wonders whether there are many more of the Mutiny leaders in Nepal, or in other nooks and corners of the Himalayas. Nana Sahib has been reported dead a good many times, but there are still those who believe he is living and will some day try to give us fresh trouble. Beni's reputed appearance at Lucknow is merely an incident, and certainly not a disquieting one. But it will not be altogether unsatisfactory when the last of these scoundrels, whose hands are dyed very red in the blood of English women and children, is known to have gone to his last account.

A most favourable impression has been created both in Bombay and in the Persian Gulf by the visit of the first-class cruiser "Amphitrite" on her way to China. This is the largest war-ship that has ever visited Bombay, and the incidental cruise the "Amphitrite" made in the Gulf has been a most useful corrective to the recent advent of the Russian cruiser "Varyag." It appears that in the Gulf the importance of a war-ship is measured by the number of her funnels, and, as the "Varyag" possessed four, the prestige of Great Britain was appreciably diminished. Even the flag-ship of the British East Indies Squadron which had visited the Gulf had only three funnels, and it was felt, accordingly, that the supremacy of the British Navy was henceforth doubtful. The "Amphitrite," however, also has four very copious funnels, and being distinctly bigger than the "Varyag," she has completely restored the confidence of the Gulf in Great Britain's capacity to maintain her Naval prestige.

Here is an interesting coincidence of customs. It appears that a very similar game of "hand-ball" is played among the Durham miners, the natives on the Malabar coast, and the Basques in France. Representatives of two of these communities were recently able to dispute their proficiency in the game, for the 2nd Durham Light Infantry are stationed in Madras, and two men of the regiment have just played a match with two Malabari natives. The Durham men won, and a return match has been arranged—a friendly and altogether interesting proceeding.

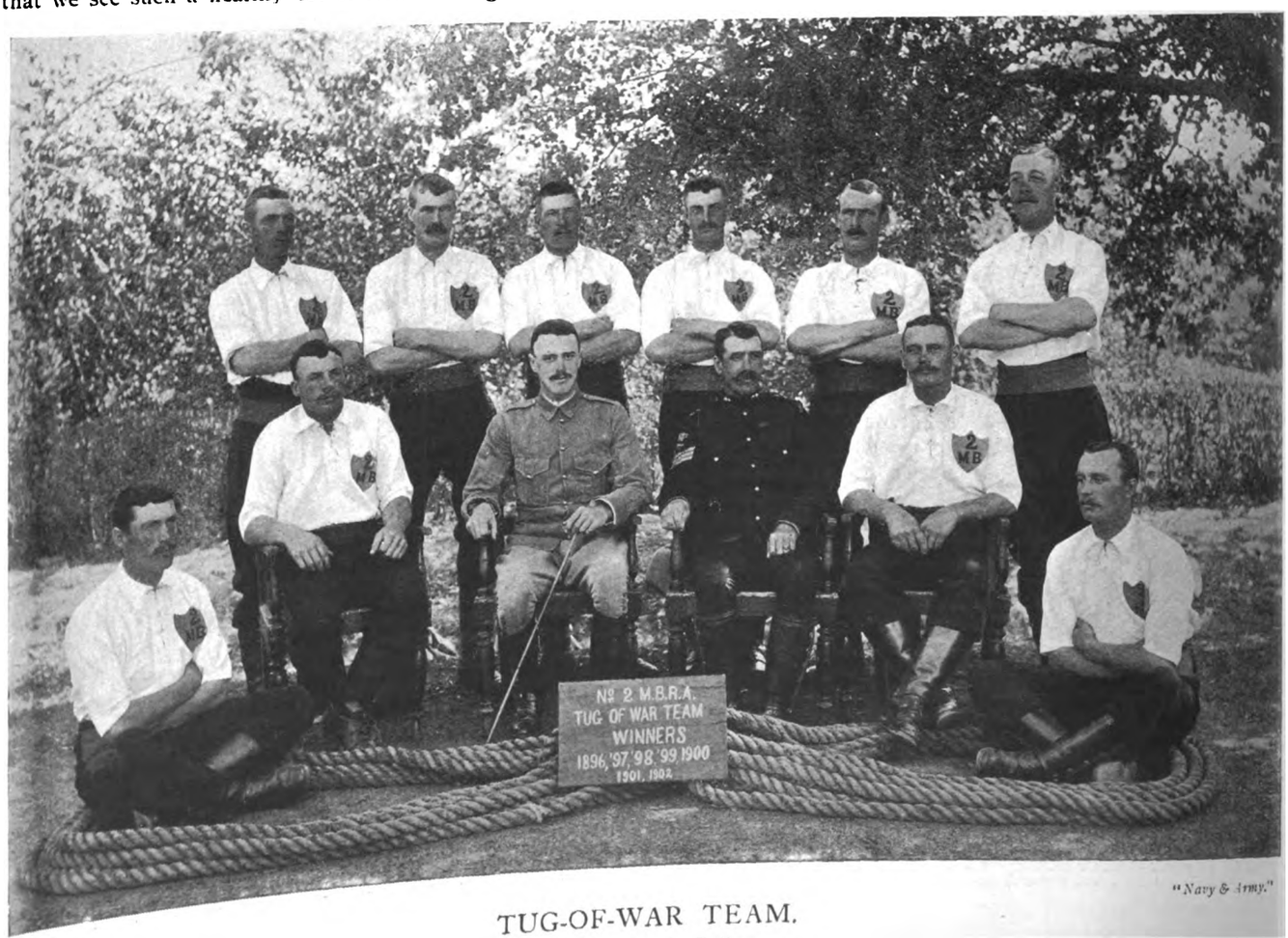
A CHAMPION TEAM.

OUR picture shows the tug-of-war team of No. 2 Mountain Battery at Baragali, which is possibly more familiar to our older readers as Baragully. Most old Indians will remember Murree and "the gullies" under their old spelling, and will scarcely recognise the newer and certainly more correct forms of spelling which the Government has adopted from Sir W. W. Hunter.

Baragali, where the stalwart team we show are now quartered, is one of the most popular of the delightful hill stations where the luck of the mountain Gunners allows them to spend their summers, so that, in peace-time at least, this branch of His Majesty's Service need never know anything of the rigours and trials of an Indian climate. Their winter is spent in the plains, where the climate is perfect, and their summer in the hills, amid air more bracing and scenery more invigorating than are to be found anywhere in England.

Taking these excellent conditions of life into consideration, and also the fact that the mountain Gunner is a specially selected man, such a physical defect as flat feet even debarring him from service in the mountain branch, it is not surprising that we see such a healthy lot of formidable giants as our picture shows. Major C. P. Fendall, D.S.O., who commands No. 2 Mountain Battery, may well be proud of his tug-of-war team, considering that their record shows an uninterrupted series of wins for seven consecutive years. They were winners at the Quetta Assault-at-Arms, open to all comers, in 1896, 1897, and 1898, and at Rawal Pindi, where is the biggest garrison in the North of India, in 1899, 1900, 1901, and 1902.

The popularity of tug-of-war seems in no way to diminish. It is probably due to the fact that the special training which it requires is one which can be undergone by any man of sufficient health, weight, and muscle. No special aptitude, such as is required for running or jumping, is necessary for a member of a tug-of-war team. Given the qualities above specified, if the men are only attentive to their coach and careful of their diet, it is pretty certain that a good team can be evolved. As nearly all regiments and batteries train their teams in the same way, the seven consecutive years of victory are still more to the credit of No. 2 Mountain Battery when one considers the doughty opponents they have met. We trust that luck may remain with this battery, who evidently take such pains over their training.



TUG-OF-WAR TEAM.
No. 2 Mountain Battery.

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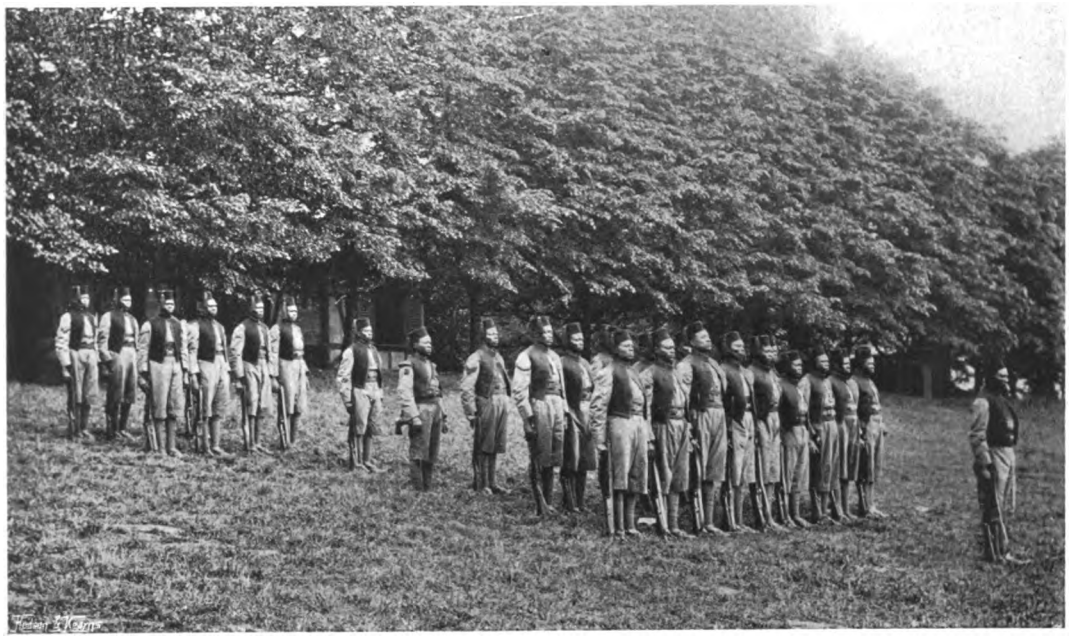
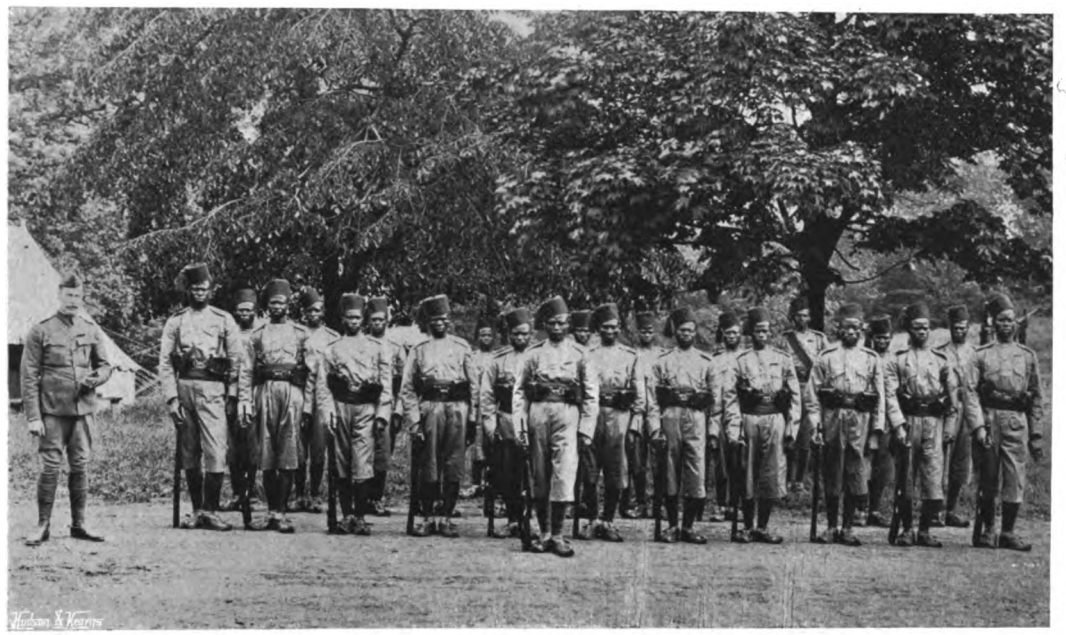
FROM AFRIC'S SUNNY SHORES.



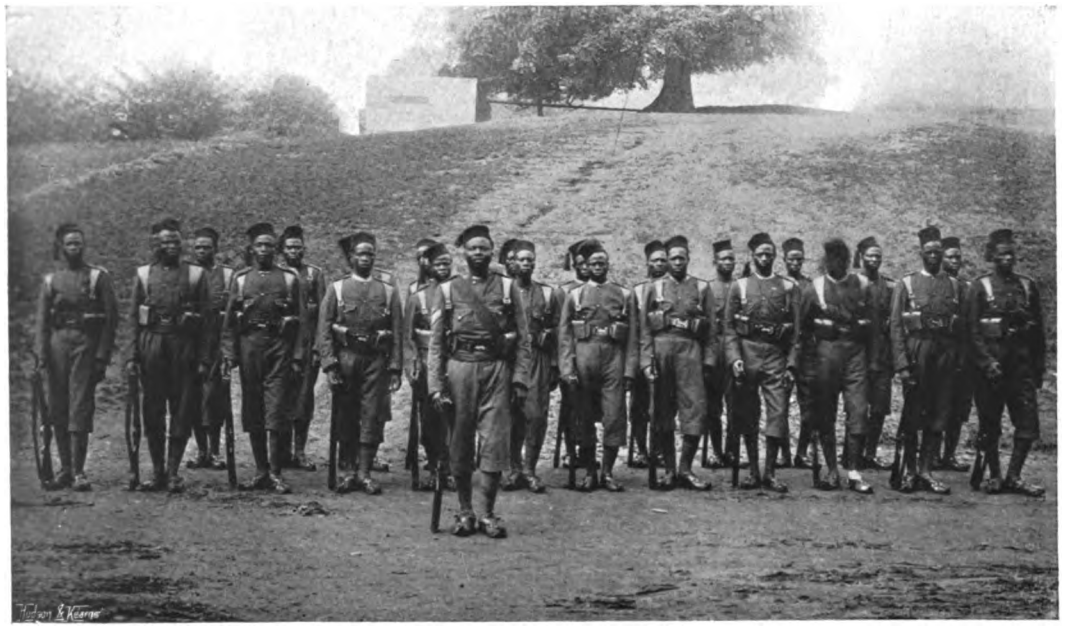
A CREDIT TO THE FRONTIER FORCE.

The detachment of the Northern Nigeria Regiment.—A smart and soldierly-looking set of men.



THE CONTINGENT FROM THE GOLD COAST.

Men of the West African Frontier Force.—On the left is Capt. Haslewood, in command.



Photos Copyright.

FROM THE BIGHT OF BENIN.

Representatives of the Lagos Regiment, who have fought for us before and are ready to fight again.

Helsby.

STAUNCH SONS OF THE EMPIRE.

The Southern Nigeria Detachment. Artillerymen who are not to be despised for shooting or for valour.

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PRIZE FIRING ON THE CHINA STATION.

WE reproduce this week some photographs which have been sent us by correspondents on the China station. They deal with what is always an important matter in the training of seamen—namely, the education of the individual. The annual prize firing, whether it be with heavy gun or rifle, is an admirable test of the attention that has been paid by officers to the efficiency of the men under them. It would not be fair, of course, to say that, because a ship has only a mediocre record in marksmanship, therefore no attention, or insufficient attention, has been paid to the subject. At the same time, the average good shot is made not born, and in a large ship especially it is the average results which tell when the points are added up. With quick-firing guns, too, the active and well-balanced co-operation of the whole gun's crew is absolutely necessary if good results are to be obtained.

Hence it is only logical to assume that in the ships which head the list in the prize-firing returns these excellent results are due to unremitting care and perseverance on the part of officers and men. Rifle firing has its own particular value in the training of seamen. Generally speaking it is not the real weapon of the sailor, though of late years he has had on more than one occasion to prove that his education in it must not be neglected. But apart from its use in actual warfare, it is the best individual practice that a man can have. It teaches the hand to follow the eye, gives confidence, and cultivates coolness and judgment. There is always a tremendous amount of competition on a rifle range; the men fire their shots side by side, they can talk and compare notes as they do so, and even between two bad shots there is the natural desire to do better than the other fellow.

We may feel sure that on the China station, where heavy gun practice has obtained an unusual degree of efficiency, the rifle has not been neglected. The photographs which we reproduce in these pages represent it rather as a picnic, and as a picnic the sailor, officer or man, always considers it; but there is no harm in that. It is such a thorough break in the monotony of ship life that it would be odd if its responsibilities were incurred otherwise than lightly.

"The photographs I send you," remarks one of our correspondents in his letter to us, "were taken on the Hong Kong rifle range, where we have just finished our annual course. Everyone enjoyed it, especially the sailors, as the weather was lovely, though rather hot. The sailor-man does enjoy getting ashore for a day or two, even under discipline, though that is a good deal relaxed up at the range. When he is not at the firing-point he can wander about in the vicinity—pick flowers, throw stones, drink ginger-beer, or go to sleep, just as he pleases. Even when his turn comes to fire he is allowed to take his time, and he generally takes it pretty easy, too. Life on board ship is so timed to split seconds that a little demoralisation for a day or two up at the rifle range is as good as a tonic to the ship's company. We used to leave every morning pretty early, a party of thirty or forty, with several officers and the gunnery lieutenant. The dinners were packed on to a limber and dragged up after us by some of the men. On arrival arms were piled and the gear unpacked whilst the men stood easy for a quarter of an hour. At this time, too, the Chinaman who enjoys the monopoly of the ginger-beer and fruit trade at the range used to put in an appearance, and if the weather was as hot as it usually seems to be out here, the first supply of liquid refreshment lasted but a short time. After the stand easy was over, the men were told off in sections, each under an instructor, and the practice was commenced. This lasted all day, with an interval for dinner, but, of course, only a few men fired at a time; the rest could smoke or wander about, within certain limits, as they pleased. We usually took up a boat's awning, and made a temporary shelter against the heat of the sun, which was generally intense during the day."

PROVISION FOR THE INNER MAN.

Taking up the men's dinners on a gun limber.

AT THE FIRING-POINT.

Men receiving individual instruction from the gunner's mate.

WAITING THEIR TURN.

Men not firing taking things easy.

The full course of rifle firing in the Navy is an elaborate one, but owing to the many other calls upon a seaman's time, it is very seldom that it is carried through *in extenso*. The first two "periods," as they are called, consist of ten rounds each at 200-yds., 300-yds., 500-yds., and 600-yds. range at an ordinary fixed target. Next comes the "third period," at a moving target, in the form of a man, five rounds at 100-yds. and five rounds at 200-yds. To this period also belongs the vanishing target—five rounds at 100-yds. and five at 200-yds., at the head and shoulders of a dummy, which pops up from behind an embankment for periods of 5-sec. at a time. This instruction being completed to the satisfaction of the officer in charge, the sailor is next introduced to "skirmishing" practice—ten rounds at vanishing targets,

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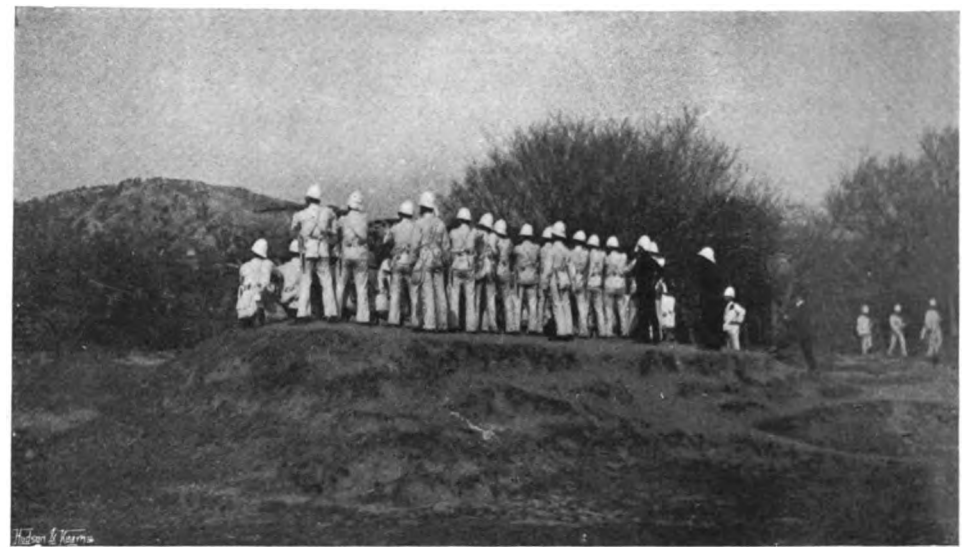
fired at ranges from 200-yds. to 400-yds., or if the range is not suitable for this method, independent firing at 300-yds. and 400-yds. is substituted for it.

After skirmishing practice comes volley firing (of which we have two illustrations), five rounds at 500-yds., and then, finally, the "Attack." This is carried out to represent the real thing, commencing at 600-yds. and advancing as close as 200-yds. by short rushes, the number of rounds allowed being fifteen, at disappearing targets. There is also long-range firing at 800-yds., but this is only carried out by marksmen. From this it will be seen that a very fair amount of rifle practice is allowed in the Navy. Prizes are also given, a good shot receiving about 14s. 6d. and a first-class marksman nearly £2.

Heavy gun prize firing is a much more serious business than rifle firing. The group of men in the last picture shows the captains of the guns and their second numbers of the "Terrible," the winners of the Seymour Challenge Shield. This shield was presented to the ship by Mrs. Percy Scott, the wife of the well-known gunnery expert. It was received on behalf of the ship's company by Mr. Mather, the gunner of the ship. Captain Percy Scott made a few remarks to the ship's company, reminding them that "they should value this shield above all other trophies for which they competed, since the possession of it represented efficiency in that branch of their training which was of paramount importance to their King and country." This magnificent trophy was instituted last year, and the "Terrible" has the honour of being the first ship to inscribe her name upon it. Twenty-eight ships in all competed, and between them they fired no less than 2,715 rounds from their heavy guns, scoring 1,072 hits, or just under 40 per cent. The "Terrible" herself made marvellous practice, as will be gathered from the official returns.

To really appreciate what such shooting as this means it is necessary to give a short description of the conditions of prize firing. The target consists of a canvas screen measuring 20-ft. long by 17-ft. high. The range varies from a maximum of 1,700-yds. to a minimum of 1,000-yds., and the guns' crews are allowed to get off as many rounds as they can in a certain fixed time, this being 6-min. for the heavy guns and 2-min. for the 6-in. and other quick-firers, the ship steaming at 12 knots all the time. A glance at the accompanying table of results will show how rapid and accurate was the "Terrible's" fire.



MARINES VOLLEY FIRING.

At the "Present."

A GOOD VOLLEY.

Whilst the gunnery lieutenant criticises from the rear.

FROM "BRASSEY'S NAVAL ANNUAL," 1902.

Ship.	Station.	Gun.	Rnds per min.	Per cent. of hits.	Remarks.
		HEAVY GUNS.			
Ocean	China	12-in. VIII.	1	54	
Mars	Channel	Do.	1	42	
Barfleur	China	12-in.	·93	49	
Terrible	China	9·2-in. VIII.	1·75	64	
		Q.-F. GUNS.			
Terrible	China	6-in. Q.-F.	5·33	81	
Ocean	China	Do.	4·8	56	
Mars	Channel	Do.	4·67	55	
Barfleur	China	4·7-in. Q.-F.	7·95	72	

The prize-money allowed by the Admiralty is at the rate of 6d. per head of the total ship's company—that is, if there are 600 men borne on the books, the total to be divided is £15, but if the shooting is very bad the captain can withhold all or part of the money at his discretion. To score highly at this practice is really a very difficult matter. Only direct hits count. Officers from other ships do the marking, and on the calmest day there is always sufficient wave motion on the open sea to cause the target to rise and fall considerably. To gain such a record as that of the "Terrible," and incidentally by her example to raise the standard of shooting on the station so remarkably, is an achievement of which her captain, officers, and all concerned may well be proud.

THE "TERRIBLE'S" MARKSMEN.

Captains and Second Captains of guns with Seymour Challenge Shield.

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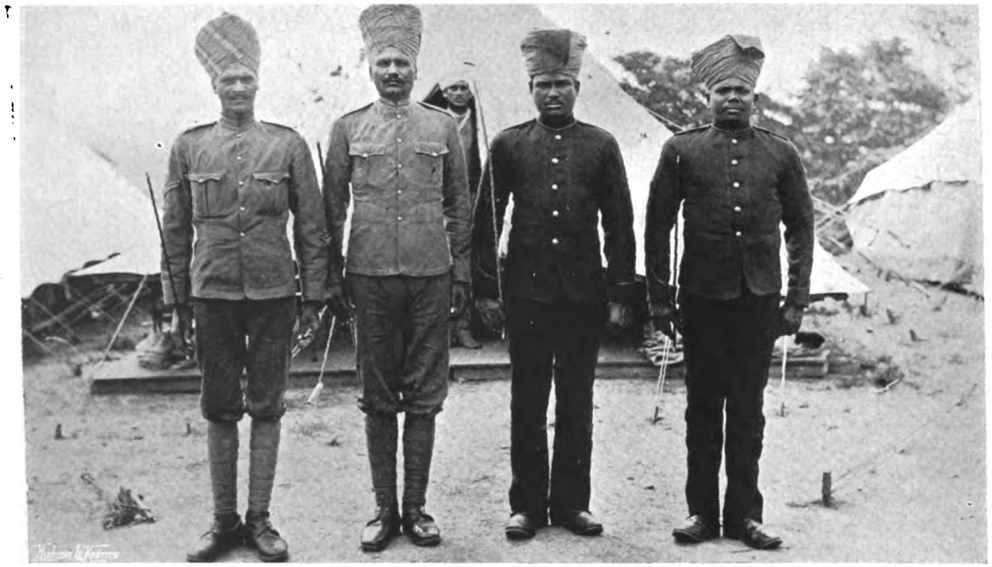
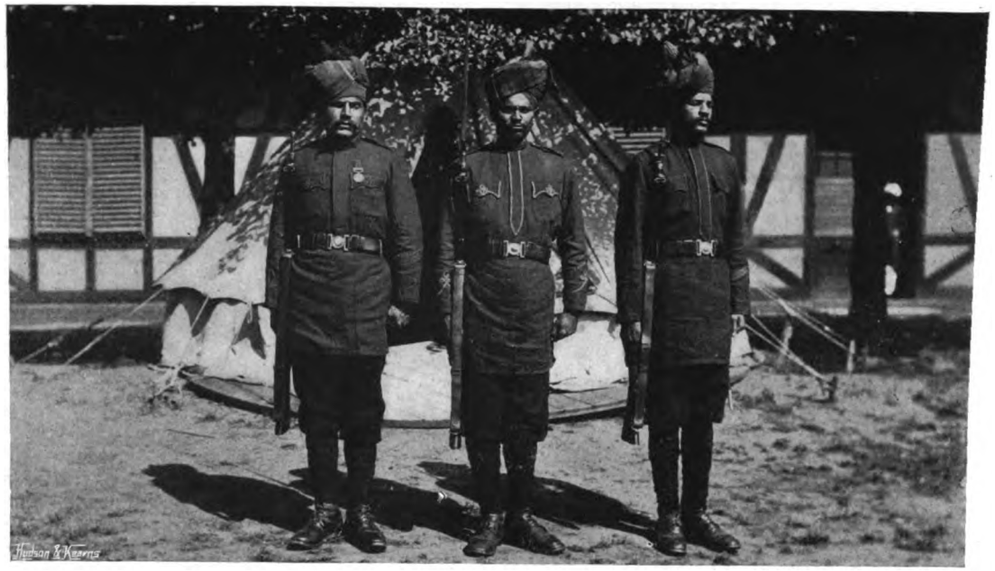
FROM OUR ISLAND POSSESSIONS.



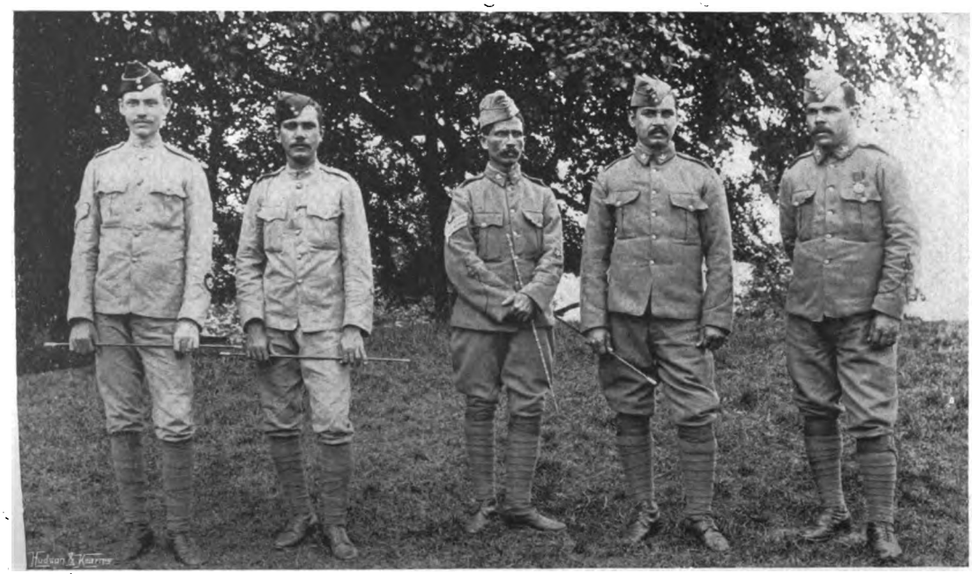
ADEPT IN THEIR PROFESSION.

On the left are Royal Artillerymen from Ceylon and Mauritius, on the right Ceylon Submarine Miners.



A WELL-KNOWN ASIATIC REGIMENT.

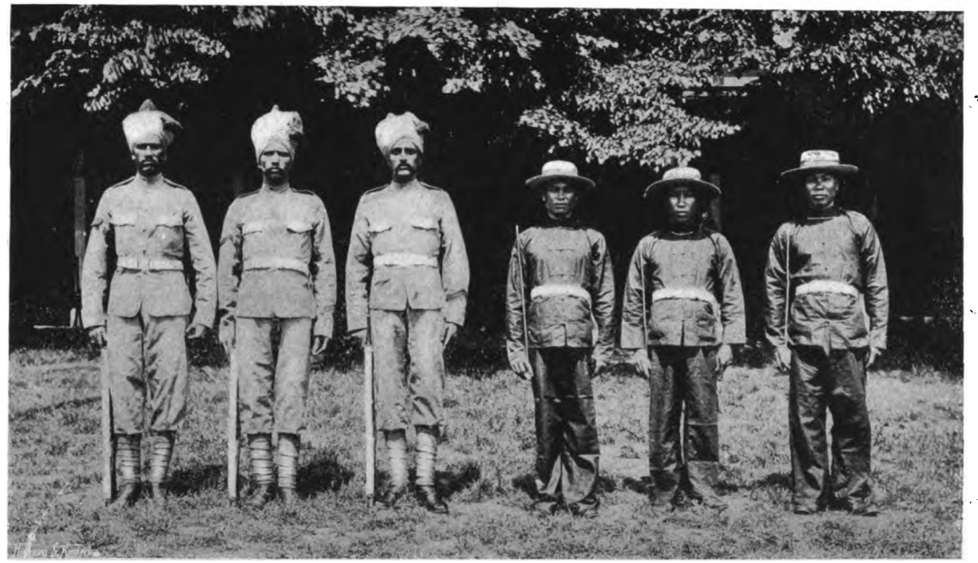
Representatives of the Hong Kong Regiment, who look very neat in their scarlet uniforms with yellow facings.



Photos. Copyright. Hesby

OUR AUXILIARIES FROM CEYLON.

The left-hand pair are Ceylon Artillery Volunteers, and the three on the right belong to the Ceylon Light Infantry.



FROM FAR-OFF "FLOWERY" LAND.

The three on the left are Hong Kong Royal Artillery, the three on the right Submarine Miners.

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THE NAVY & ARMY ILLUSTRATED.

Vol. XIV —No. 289.] SATURDAY, AUGUST 16th 1902

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MAKERS OF WAR HISTORY.

LORD KITCHENER, SIR E. H. SEYMOUR, AND SIR A. GASELEE IN THE CORONATION PROCESSION.

It would be difficult to exaggerate the singular interest attached to the above historical snap-shot. Here abreast we have three leaders of extraordinary distinction, all of whom, within the last three years, have held commands of great importance in the field—one the maker of peace in South Africa, the second the Admiral who captured Tientsin and paved the way for the relief of the Peking Legations, the third the Indian General who led the British Forces in China with splendid tactfulness and unvarying success. Their "pride of place" in the Procession was indeed justified by deeds of which the whole British Empire is proud.

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NAVY & ARMY ILLUSTRATED.
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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

The Younger Generation.

WHEN the Bishop of London visited the Public Schools Volunteer Camp at Aldershot the other day, he found there 2,000 fine specimens of English boyhood. The movement for giving our Public School boys some idea of what military training means, began in a small way; but it has grown, as this fact indicates, to very large proportions. Almost every school of any size or note now has its Volunteer corps. It is not long since we gave in these pages photographs of various Public School detachments, and accounts of what is being done in this direction throughout the country. No one who has any experience of the Volunteer movement among boys can doubt its excellent results. As a means of physical training, it may quite well be compared with cricket and football and fives and the other games in which schoolboys delight. It exercises their limbs, trains the eye, and makes them understand the value of discipline and common action. It gives them an interest in the science of warfare which broadens their outlook upon life, stimulates their mental activities, and makes them in every way more valuable citizens when they grow to man's estate. They enjoy their drills and field days thoroughly, and the annual week or fortnight in camp is eagerly looked forward to. Strict as the discipline is and ought to be, there is plenty of fun while they are off duty. When the genial Bishop visited the camp, he found a number of boys having a thoroughly good time over a new kind of competition. First they had to plunge their heads into a pail of water, and then into a box of flour, from which they tried to bring out in their mouths an egg buried at the bottom of the box. No boy could resist the pleasure of sports like this, which add to the joys of emulation and excitement the pleasures of getting into a thorough mess and laughing at others in the same state!

The Woolwich Cadets have been enjoying themselves in their camp upon Salisbury Plain just as much as the Public School boys at Aldershot. They have been learning, too, valuable lessons which supplement, by practical experience of the conditions of life in the field, the theoretical knowledge imparted to them over their desks at the Royal Military Academy. It is an excellent innovation, and one that might well be imitated by the authorities at Sandhurst. There would not be much danger of the Royal Military College Cadets setting fire to Salisbury Plain so long as the weather is as rainy and inclement as we have had it during the greater part of this unfortunate summer. Camping out is what all boys delight in for its own sake. It frees them from many of the restrictions of everyday life under roofs. It gives them their fill of fresh air and exercise. It has the charm of the romantic and the unusual. When you combine with these attractions the advantage of acquiring such familiarity with the conditions of their future profession as they cannot acquire in any other way, it is evident that the experiment which the Woolwich Commandant is making this year is in every way to be commended.

Not less worthy of praise is the action of the directors of Dr. Jaeger's Sanitary Woollen System Company, Limited, in establishing a covered rifle range at Sydenham for the use of the young men they employ. This company have long provided for their employees recreation grounds where they can play cricket and tennis and so on. Now they are among the first of London employers to appreciate the desirability of turning the activities of young men to the possible benefit of the Empire. One of the truths which the South African War forced upon our notice was this—that, if we are to draw additional soldiers in time of need from our civilian population, we must take some steps in time of peace to give our citizens some sort of training in Military Arts and Science. The men who volunteered for active service at the moment of the Empire's need quitted themselves like men, but there is no doubt whatever that the vast majority of them were lacking, when they went out to South Africa, in the qualities which make a soldier valuable.

> "Sons of the sheltered city—unmade, unhandled, unmeet—
> Ye pushed them raw to the battle as ye picked them raw from the street.
> And what did ye look they should compass? War-craft learned in a breath?
> Knowledge unto occasion at the first far view of death?"

So wrote Mr. Rudyard Kipling in "The Islanders," that impressive outburst in which he found words for the feeling that the war had left with all intelligent and far-seeing Englishmen. It may be that as long an interval now separates us from the next great war in which Great Britain will be engaged as separated the South African Campaign of 1899-1902 from the Russian War in the fifties. Or it may be that we shall be in the throes of another deadly struggle before many years have passed. We cannot foretell the future. But that is no reason why we should disregard the teaching of the past. The great matter is that, whenever the Empire has need of men to fight its battles, there should be a large body of citizens who have learned to submit themselves to military discipline and to use their weapons with effect, upon whom we can draw for reinforcements of our permanent force.

At present, as Mr. Kipling said, when he opened the Jaeger Range, the overwhelming bulk of the population are being brought up in absolute ignorance of the use of firearms. We have pointed out here several times that to remedy this, and then to call a halt, would be of small value to the country, though, of course, it would provide a number of people with a pleasant and interesting recreation. But it is evidently not Mr. Kipling's idea that a halt should be called until there have been added to proficiency in rifle shooting the rudiments at any rate of discipline and drill. He thought it possible, he declared, that some day it would be made imperative that a boy at school should get his squad-drill and rifle-shooting certificates according to his standard, and in the meantime it was the duty of everyone to do what he could to help that day to arrive. He has certainly done his part by giving the idea such eloquent shape in "The Islanders," and by offering encouragement to rifle clubs in different parts of the country. The Jaeger Company, too, have set an excellent example to employers. It is highly probable that many of their young men, as soon as they have become good shots, will take the further step of joining the Volunteers. Perhaps the day is not far off when every large firm will offer inducements to the men it employs to band themselves into a Volunteer Company of their own.

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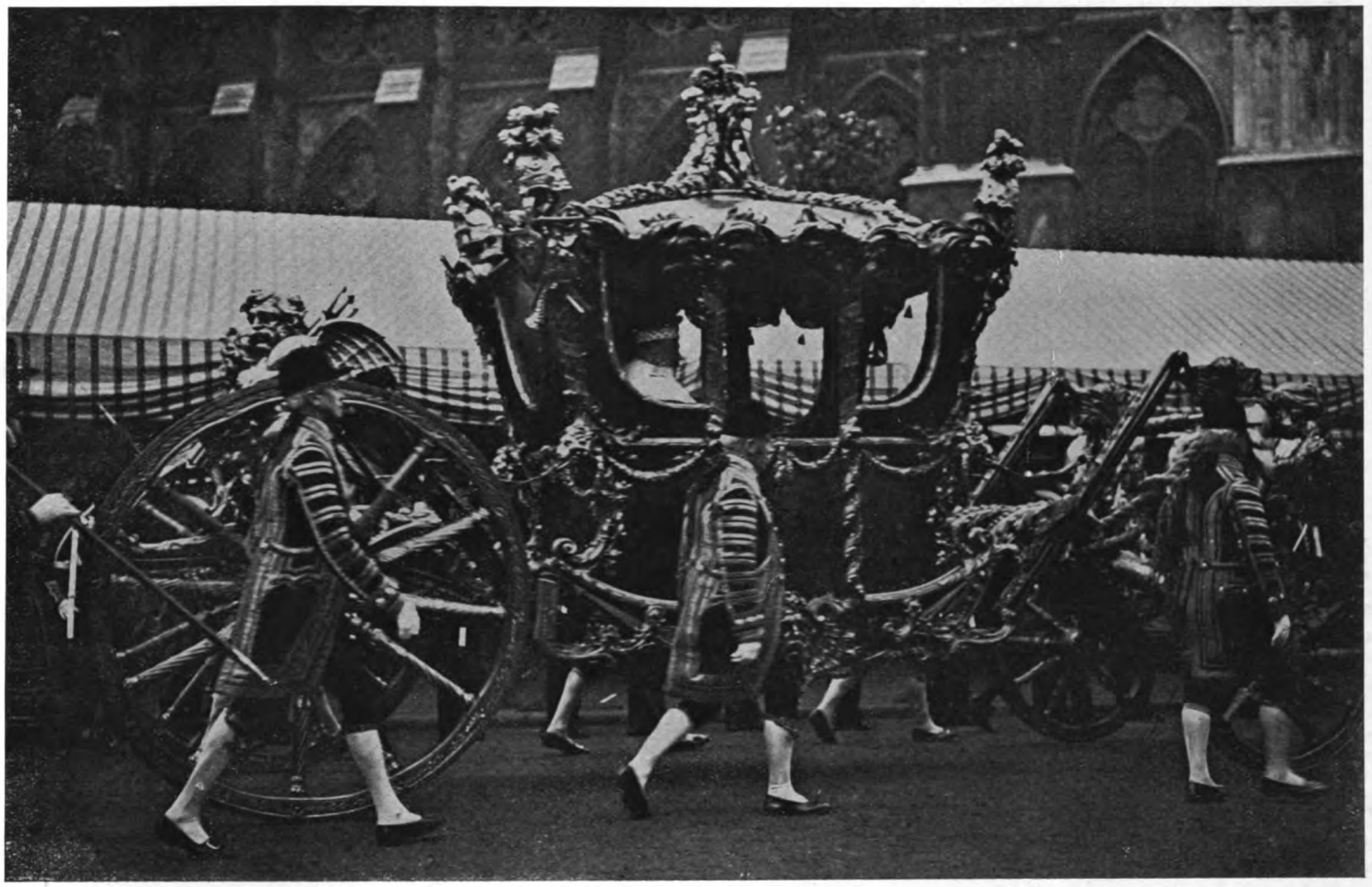
LEADING FEATURES OF THE PROCESSION.



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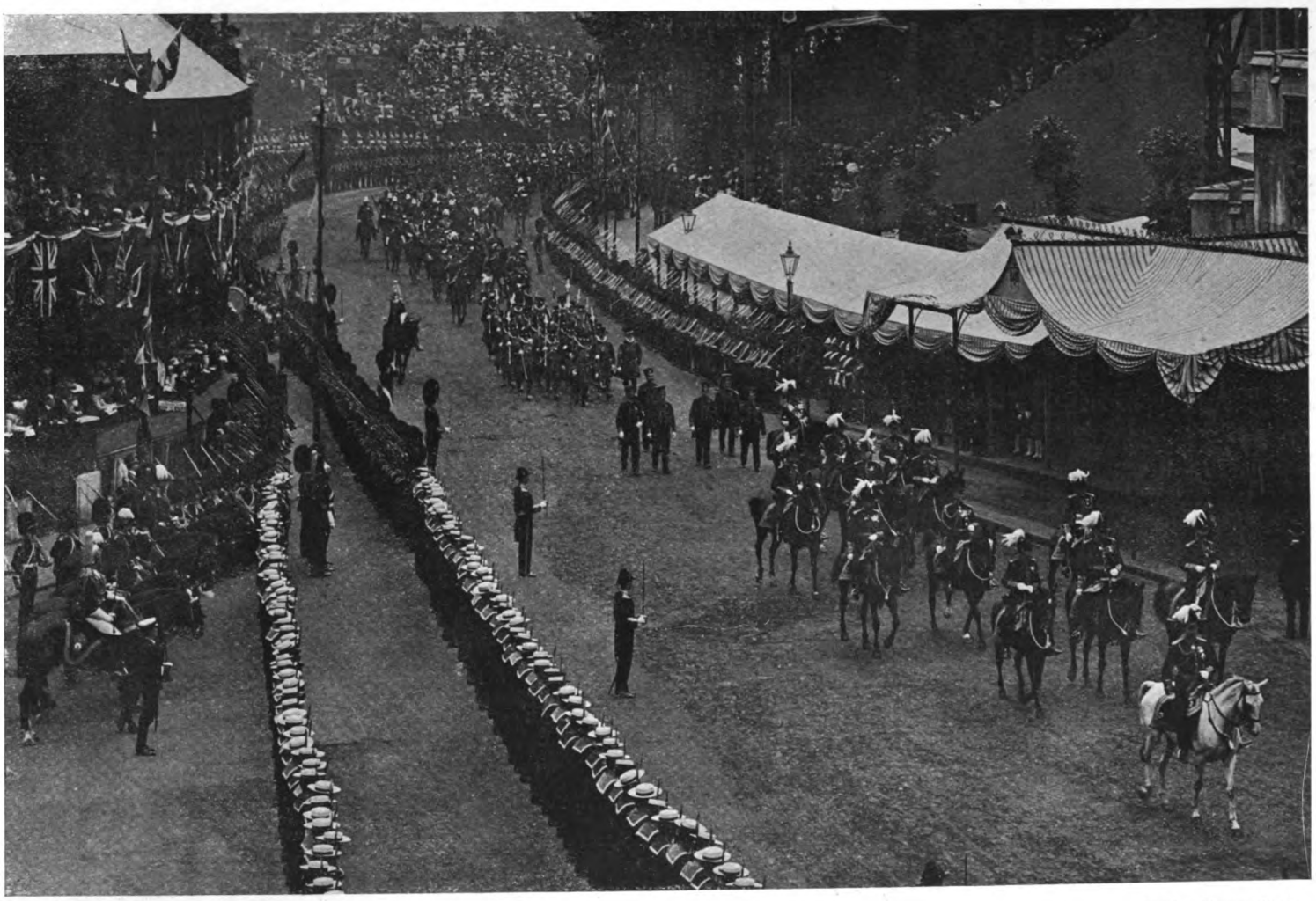
THE KING IN HIS STATE COACH.

This picture was secured just as the King's coach reached the Abbey amid a scene of indescribable enthusiasm. There were about ten thousand people on the stands round the Abbey, and from this assembled multitude came a roar of welcoming cheers.



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THE HEADS OF THE ARMY.

In the Procession the immediate *entourage* of the King was preceded by the Commander-in-Chief of the Army and the Headquarters Staff. Directly in front of Lord Roberts rode Sir C. M. Clarke and Sir T. Kelly-Kenny, the Quartermaster-General and Adjutant-General respectively, and, in front of these, Sir W. G. Nicholson, Lord W. F. E. Seymour, and Sir R. Harrison.

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INCIDENTAL SNAP-SHOTS.

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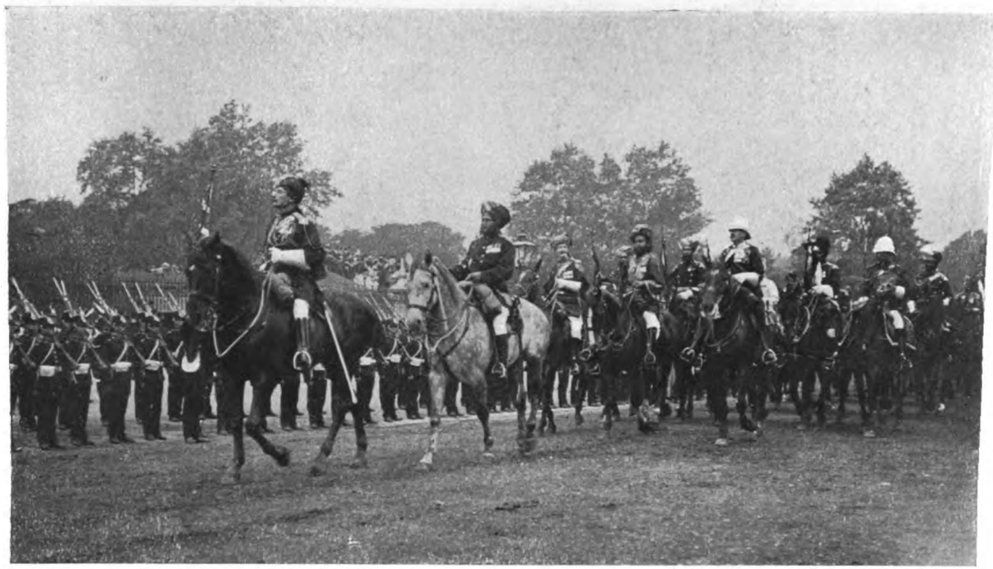
HIS MAJESTY'S MARSHALMEN.

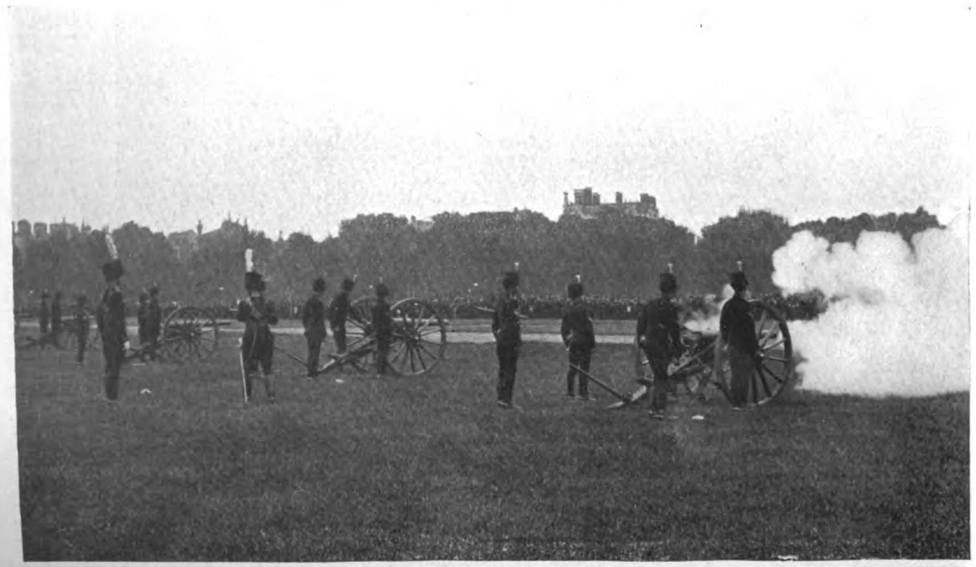
Picturesque survivals of mediæval times.



"Navy & Army."

TO GUARD THE EMPEROR OF INDIA.

Escort of Indian Cavalry in the Procession.



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FROM THROATS OF IRON.

Gunners firing salutes in Hyde Park.

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OLD-TIME SERVANTS OF HIS MAJESTY.

The King's Bargemaster and his quaintly-liveried Watermen.

CORONATION DAY IN VARIOUS ASPECTS.

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LANCER DRILL—"THRUST."

A DUSTY MARCH.

ROUND THE MILITARY CLUBS.

WHAT SOLDIERS ARE THINKING, SAYING, AND DOING.

By RANGE-FINDER.

LANCER DRILL—"ENGAGE."

I HEAR that there is a considerable movement on foot which has as its object the establishment of military colleges throughout the Empire. But in the first instance its energy is to be used in the direction of South Africa. It has occurred to many of the moneyed pillars of Johannesburg that a most suitable memorial to those fallen in the war from amongst South Africans would be found in a military college. The scheme is not yet ripe, but I feel sure that it has its foundations upon sound theory. It is absurd that the whole of our magnificent military resources should be officered from the two military colleges existing within our shores, that is to say, that the commissions from Colonial and Indian military colleges should not be the same in the matter of precedence and power as those given to students who have passed out of Sandhurst and Woolwich. A direct lesson from the recent war has been that we have discovered that we are in possession of the most magnificent fighting material to be found in the length and breadth of the world; that the educated citizen will make an efficient soldier in a very short space of time—incredibly short space. But though it may be so with the fighting man, it is a very different question with the officer. An officer to be good has to go steadily through the mill—you cannot make him in a few weeks. The great drawback in South Africa was not the want of good men, but the deficiency in "made" officers. This is no reflection upon those gentlemen who undertook the arduous duties entailed by the commissions which they fulfilled at the seat of war—far from it; they eventually trained into splendid officers, the only regret being that when they really became efficient their period of service was over, and when they were most wanted they returned to their native shores.

Now this could be obviated if we established throughout the Empire colleges to give to young men of education the necessary technical training required by such as hold commissioned rank. It is absurd that we should wait for a war for the purpose of training an auxiliary service in the higher theories of their profession. Canada has such a military institution, and it is to this cause that one can trace the superiority of the Canadian contingents in South Africa.

The advantages to India would be immense. They can be studied from two points of view; first that of the non-official British population, and secondly that of the natives. It is not generally understood that nearly all our information from India which is not native is official, gleaned and compiled through official sources; consequently the world at large takes the official view, and we look upon India as an official and military country. It is far from this; it is a commercial country in every sense of the word, with an official ascendancy, possessed of an enormous non-official community, both white and black. The former is steadily on the increase, and the time will come when they will demand as a right their share in the government of the country. Every year, as the value of the Indian coinage has depreciated, the number of sons of British parents sent home to England for their education has decreased. It is found that the schools in the hill stations are capable of turning out a man with as good an education as the average public school in England. Hence the time is at hand when something definite must be done for the non-official European in India. The old fantasy bred of Macaulay's writings must be broken down, and the Indian Army officered by men better suited to deal with natives than any chance youth unable to live in a British regiment. The Roorkee Engineering College turns out as good men as Coopers Hill. Men who have never seen England except perhaps as flying visitors, can fill adequately the most important appointments in the Indian Public Works Department. Then surely the time has come for the establishment of an Indian Sandhurst! But such is the exclusiveness of the Mother Country, that up to the present the aspirants for commissions cannot even pass their preliminary examinations in India. Well, as I have already said, the scheme is on foot for Africa, and its development should be watched with the greatest interest.

Lord Kitchener's final despatch is a most interesting document, and if Lord Kitchener is responsible for the actual phraseology, he must be as clever with his pen as he is in every other detail of his profession. I welcome the reference which he has made to General Clements. Already in these columns it has been pointed out that General Clements had not received the recompense which his undoubted talents as a general in the field deserved. Not that I consider that a favourable mention in despatches is of equal satisfaction to a man as opportunity to display military talent by practical demonstration, but it is something, and I only hope that it will be sufficient to keep General Clements in the Service, as it was reported that he intended retiring as soon as he was relieved from duty at the close of the war. But the general ring and tenor running through Lord Kitchener's despatch is one of appreciation of individual initiative in his subordinates, a quality which at one period of the late war almost became extinct; and it is a great relief to find, over the signature of the man responsible for the addition of the phrase "to Stellenbosch" to the British language, sentiments which are essential to success in the thorny paths of war. But the *pièce de résistance* in Lord Kitchener's despatch is the appreciation of Sir Charles Tucker. "Emphatic expression" is, perhaps, the most delightful phrase that has ever been penned in a war despatch, and it is one which will appeal to every soldier who has knowledge of Sir Charles. It is a long despatch with which Lord Kitchener has favoured us; but if rumour is to be believed, it was much longer, but underwent a final "whittling" in Pall Mall before it was presented to the public.

I think that most military readers will agree with me in the spirit in which I give publicity to the grievances of the Army Veterinary Department. It is not for the sake of the Department that I feel constrained to make reference to the treatment which the officers of this Department receive, but on behalf of the taxpayer, whose interests severely suffer by the existing condition of affairs. To all intents and purposes the officer in the Army Veterinary Department is a civilian. He still keeps his quaint title of Veterinary Captain or Veterinary Lieutenant. But this title carries no weight or authority with it, and for the purposes of discipline and military organisation the veterinary officer, even if he be of field rank, has less real authority than the latest-joined Militia subaltern. Now this is absurd. If the veterinary officer by training and education was no better than a glorified farrier-sergeant, it would be all right. But as a matter of fact the veterinary officer is as highly educated as the combatant officer. The educational tests which he is required to pass are as high and are more exhaustive than those required in the commissioned ranks. Now it is not necessary to give veterinary officers the same standing as the combatant officers in the Army, but it is essential that they should be put upon a similar footing with the other non-combatant departments associated with the Army. It is in the public interest that they should be so organised. Let me give just one instance of how the public suffer through the stupid subordination of the Department. A cargo of remounts was making the voyage to the Cape from the American continent. The remount officer in charge was an ex-Artillery captain, now called out as an officer of the

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Reserve of Officers. With him were a veterinary officer of the Army Veterinary Department and a civil veterinary officer. These latter were subordinate in every matter to the remount officer. The horses under their charge developed catarrh, which causes severe running at the nostril. The remount officer at once jumped to the conclusion that his cargo of animals was infected with glanders. The veterinary experts assured him that it was not the case. But the combatant officer would have his own way, and he proceeded to destroy 400 odd horses, and would have destroyed the whole shipload if the captain of the ship—the supreme autocrat—had not stayed the wholesale destruction. On arrival at South Africa a board of experienced men sat on the remaining sick animals, and proved that they were only ailing with catarrh. Thus, simply because the professional experts, even in their own department, had no authority, the country lost about £12,000. But this is not a solitary instance. Educationally the veterinary officer has to pass as high tests as the sister service, the Royal Army Medical Corps; incidentally the veterinary officer should be upon the same footing. Some may conceive the veterinary officers to have more valuable property in their keeping than the medical officers, and it certainly behoves the authorities to frame a scheme which will induce really first-class men to take service in this branch of the profession.

MAKING MARKSMEN.

SINCE the very early days of the war now happily concluded, the theme of rifle-shooting has not wanted for champions. The lessons so dearly paid for in blood and treasure in South Africa have compelled the attention of many of our leading men. There we have beheld the spectacle of a race of farmers and peasants putting up the keenest fight we have ever been engaged in. And this simply because they had learned to trust to their straight shooting with the rifle. Why, since a small race like the Boers can so well protect themselves, cannot a strong virile race like Britons prepare themselves against every possible contingency? Thus thoughtful men have reasoned. The Commander-in-Chief of the Army quite recently at Bisley dwelt at length upon the point, and not the first time either that he has emphasised the importance of the subject. Then, too, we remember how the lately-knighted Conan Doyle preached the text of "Expert riflemen lining every hedgerow."

But, much as these two famous Irishmen have done to prick the bubble of British complacency, and to break through the barrier of British carelessness, it may be safely said that their words have not had nearly so much effect as a few strong sentences flung red-hot into our midst by Rudyard Kipling. Most readers will remember the poet's "Islanders," which appeared at the beginning of the year. Kipling had been to the front, and had marked with sorrow the poor levies that had been sent out to maintain Britain's honour upon the field of war. While he pondered his heart burned within him, and like a bolt from the blue "The Islanders" appeared as his indictment of our too apparent self-confidence and selfish ease. There is no need to defend or excuse Kipling in some of the expressions he employed; he is a man quite capable of taking care of himself. But upon the main lesson which he teaches in his poem there can be no two opinions. We do stand in need of marksmen, and if only a tithe of the interest and energy expended on various forms of sport were directed towards obtaining a better knowledge of the rifle and straight shooting by the able-bodied manhood of this country, our sense of security would be considerably deepened. This is surely the truth! If a man doubts it let him stand upon London Bridge, or any other great artery leading into London, and watch the thousands of men passing into the City. If only a tithe of these could sight a gun with any degree of success, would schemes for the invasion of England be formulated upon the Continent? There is only one answer to the question, as the doubter must acknowledge. A step towards the realisation of Kipling's dream was taken on August 2, when a Morris-tube rifle range was opened at Lower Sydenham. Mr. Tomalin, who is the managing director of the Jaeger Woollen Clothing Company, and to whom full credit for the initiation and completion of this scheme must be given, had read "The Islanders" upon its appearance, and was moved to action by the patriotic fervour of the poem. A really excellent miniature range is the result and Mr. Kipling, to his intense gratification, had the honour of opening it. Mr. Tomalin has dealt most liberally with the young men of his firm, encouraging them in every possible way to graduate as good marksmen. Thus, membership of the club, rifles, and ammunition are free to all, railway tickets are issued at half-price, and talent is rewarded by substantial prizes. In fact, everything possible is done to stimulate interest in this excellent movement.

BUDDING MARKSMEN.

Some members of the new rifle club, of which Mr. H. Tomalin is captain.

A WORTHY PAIR.

Mr. Kipling and Mr. R. S. Tomalin, to whom full credit for this new movement must be given.

Photos. Copyright. "Navy & Army."

INTERESTED HEARERS.

Who appreciated to the full the sage advice offered by Sir A. Rollit, M.P.

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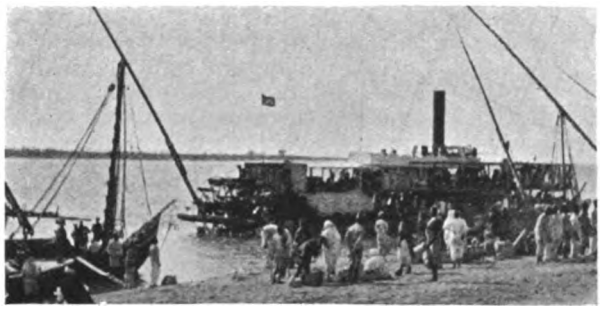
BRITAIN BEYOND THE SEAS.



A NILE STEAMER, OMDURMAN.

"FOR THE KING."

A FRONTIER POST, NORTH INDIA.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

JULY and August, 1902, will always constitute an important landmark in the history of Greater Britain, if only by reason of the many remarkable functions at which Colonial statesmen have been the principal guests, or at which Colonial affairs have been the predominant topic of discussion. But of all these deeply interesting and seriously significant gatherings, there is, perhaps, none more variously instructive, none in its way more curiously characteristic of the Empire, than the appearance of Mr. Chamberlain and Lord Kitchener in the City to receive, in the presence of Sir Edmund Barton and other distinguished Colonial statesmen, the freedom of the Grocers' Company. Not only did the speeches delivered on that occasion rise to a very high level, but the whole function was full of a many-sided suggestiveness which, we make sure, will appeal in no uncertain fashion to Britons beyond the Seas, perhaps, indeed, even more clearly than it does to those absorbed in or distracted by the storm and stress of metropolitan occupations.

We are, happily, not unused to the spectacle of a great City Company seeking to honour some great worker for the country or the Empire by making him a freeman of its ancient guild. But there was a special appropriateness in this particular function, not only because Mr. Chamberlain and Lord Kitchener have between them done more for the Empire than any two living men, or because the freedom of the Grocers' Company is an honour which has been but sparingly accorded. There is a wealth of historical associations packed up in a ceremony which links bygone days of early British commercial enterprise with modern ideas of Colonial administration, as exemplified in the high office which Mr. Chamberlain has filled with such conspicuous success, and with the penalties of Empire of which Lord Kitchener's later achievements afford such striking illustration. In the early annals of the Grocers' Company there were many bright instances of co-operation on the part of the merchant princes of London with the Government and its military servants. In some cases trade followed the flag, in others, and on the whole, perhaps, more frequently, the trader led and the soldier and colonial administration came after. But in the whole history of British colonisation and commerce it would be difficult to find a more important or more interesting collection of ideas than is suggested by the bestowal of the freedom of the Grocers' Company upon the statesman who has been Colonial Secretary during a period of unexampled tension, and the soldier who, after crushing one of the world's worst enemies, made peace in a land to which half the world thought at one time peace would never return, and so paved the way for British Imperial expansion on yet another plane.

As might have been expected, the speeches of Mr. Chamberlain and Sir Edmund Barton, the Premier of Federal Australia, on this "Empire Night"—to use the happy description of the Lord Mayor—contained much food for serious reflection. We cannot discuss these remarkable utterances at any length, but we commend to colonial as well as to home readers such sentiments as that so eloquently expressed by the Colonial Secretary in the words: "Multifarious we are in race, in language, in religion; we all join in loyalty to one Throne; we all believe in the common interests and common privileges of Empire, of which the Crown is at once the guarantee and the symbol. The first duty of the century upon which we have entered is to confirm these loyal sentiments, and to substitute in every part of the Empire broad Imperial patriotism for the provincial spirit which tends to separation and disruption." To this fine passage we would add the quotation of Mr. Chamberlain's noble plea, that any impulse of sacrifice and devotion which has cemented our union in blood and tears must not now be suffered to weaken, and of Sir Edmund Barton's fine conclusion, that Great Britain is not by any means fainting under its burden, but that the Empire is but now beginning to feel its feet. Here are, indeed, jewels, perhaps a little more than "five words long," but none the less worthy to sparkle for ever "on the stretched forefinger of all Time."

We gladly call special attention in these notes to Colonel Willoughby Wallace's appeal to all Colonials resident in the United Kingdom, as well as to those who are connected by business with the Colonies, to forward to him at 30, Charing Cross, any donation or annual subscription to the funds of the regiment which they may like to make, and thus show their interest in the first Colonial force raised in England. In such matters, as we indicated by an early allusion, the public, however, is apt to attach peculiar importance to the *fait accompli*, and the knowledge that the regiment has just finished its annual training to the satisfaction of the inspecting officer, that enrolments are taking place daily, and that there is every prospect of a full muster at an early date, is more to the point with many outsiders than the most ambitious of projects or the finest of ideals. We congratulate Colonel Willoughby Wallace and his officers most heartily on the practical progress they have made, and wish them all luck in getting the assistance they deserve towards putting the corps in a more efficient state than is possible with the unaided Government grants.

Last year some very interesting pictures and descriptions of the Gambia Expedition appeared in NAVY AND ARMY ILLUSTRATED. A pleasant echo of these operations is to be found in a recent *Gazette*, in which is recorded the bestowal of an honorary C.M.G. upon M. Edouard Auguste Rouvel, Chef de Bataillon in the 1st Regiment of Tirailleurs Sénégalais, for "services in connection with the combined operations undertaken by British and French troops on the Gambia in 1901." Such an appointment to the highly distinguished Colonial Order of Saint Michael and St. George is not, of course, unprecedented, a very familiar instance being the honorary K.C.M.G. bestowed on Slatin Pasha after the Khartoum Expedition of 1898. But the gazetting of M. Rouvel, following at such a short interval the conclusion of the unhappy Waima affair, reminds us that the motto of the Order of St. Michael and St. George, "Auspicium melioris ævi" (a pledge of better times), is one which is peculiarly applicable to Anglo-French relations in West Africa; and one may be permitted to hope that, in view of this timely and, we may be sure, well-merited decoration, some significance to the sentiment quoted may be attached on both sides of the Channel.

Talking of the Gambia, a few words may be given to the report of the Colony and Protectorate for last year which has just been published. According to this, the general condition of British interests in this out-of-the-way corner of the Empire appears to be satisfactory, the region having now resumed its usual peaceful state after the recent operations. The population of the Colony, which has an area about equal to that of Jersey and Guernsey, is put down at 13,456, and of the Protectorate about 90,000. An interesting feature is the growth of Mahomedanism in the Protectorate, which the Governor, Sir George Denton, thinks will be an advantage, "although the revenue from the spirit trade will decline." The history of our relations with the Gambia goes back, it may be added, a great many years, and is connected in its earliest stages with a town which nowadays one would hardly

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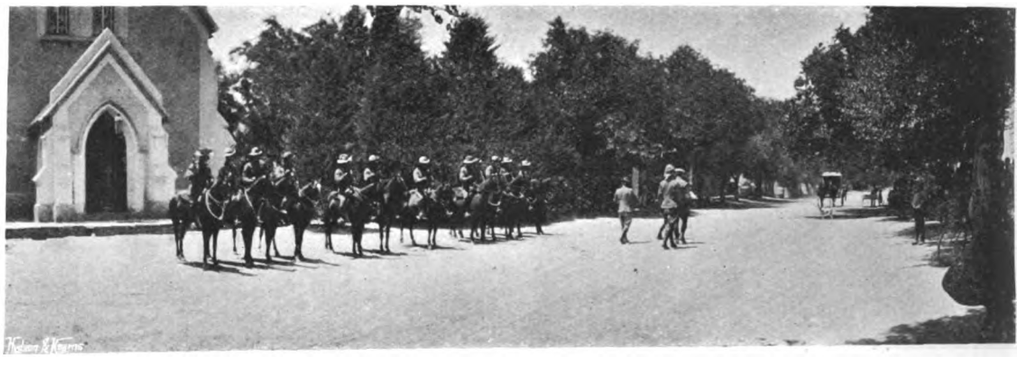
think of in such a connection. In 1538 a patent was granted by Queen Elizabeth to some merchants in Exeter to trade with the Gambia, and, though the resulting Company was unsuccessful, the fair county of Devon can surely claim a very early partnership in this, as in so many other Colonial enterprises. At the same time, it is rather painful to recall the fact that until 1807 the principal traffic between Great Britain and the Gambia was not in vegetable oil, and other innocent products which form the staple commerce of the Colony to-day, but in "black ivory," a survival of the Elizabethan trade which we find in the "demi-Moor" that forms the crest of the Hawkins family.

Readers of these notes should thank us for calling their attention to a contribution of considerable Colonial interest in the current number of the *United Service Magazine*. The paper alluded to is one on "Intelligence and Information in War," and it was originally read in the form of a lecture to the Canadian Military Institute at the Toronto Armouries last March. The lecturer was Lieutenant-Colonel R. N. R. Reade, the Commandant of the Royal Military College of Canada at Kingston, a well-known and most capable ex-officer of the Shropshire Light Infantry, who has seen a good deal of service in South Africa and elsewhere. Colonel Reade's paper is remarkable for the suggestion of an Intelligence Department at Ottawa which, like the Indian Intelligence Branch, should be in close communication with the Intelligence Department at Home Army Headquarters. There is much to be said for the idea, for, as Colonel Reade remarks, Canada does not want again to be in the position it was in at the time of the Fenian Raid in 1866, when the military authorities in Toronto had to depend only on a post-office map of Upper Canada, on a scale of ten miles to the inch, and were unable to appreciate the strategical position in the Niagara Peninsula. Colonel Reade appears to be quite right in supposing that Canada would find no difficulty in supplementing the information officially collected at Ottawa, since the Dominion is rich in police, surveyors, civil engineers, and others, who in time of peace would willingly help, and in case of war would form the nucleus of a Field Intelligence Department.

THE BREAKING-UP OF THE FIELD ARMY.

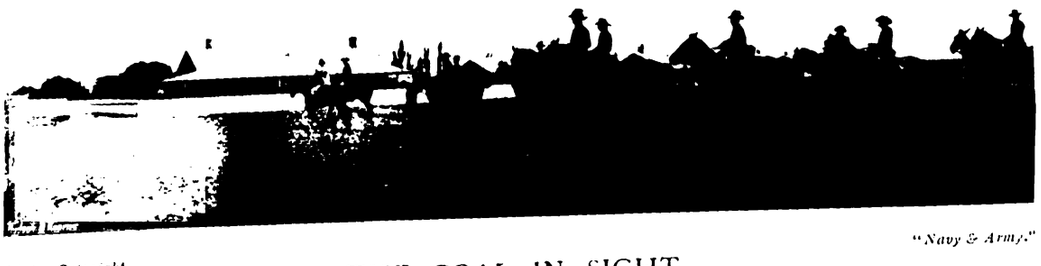
THOSE who have not taken part in the South African War can never know the relief which was brought with the news that peace had been ratified. With the soldier that enthusiasm which makes men volunteer to place their lives at their country's disposal, and sends the youth a-questioning of the recruiting sergeant, is soon metamorphosed under the rigours of active service into a dull, dogged determination to see the business in hand through. It is only the difference between the brightly-enamelled metal which furnishes the springs of the park brougham and the rough time-used under-structure of the railway car. The general services of both are identical to the carriage which they support, though the one that does it in the rougher way suffers the severe strain. The first thing that the soldier loses when he girds his person for war in earnest is the *élan* of the barrack square. War is a serious work, which cannot be followed long in the same spirit that men would approach a "beanfeast." The most striking circumstance in the army of veterans on the veldt was the silence with which every operation was carried out. The men rode or walked as men in a dream, with their eyes fixed straight in front of them, their pipes stuck awkwardly in their mouths. There was nothing in the monotonous scenery of war to discuss. The common interest was the same. And so the men trudged on, mid silence unbroken, save for the steady tramp of movement and the hoarse orders of officers, or a request for match or tobacco. Mile after mile, day after day, often week after week, without an incident other than bloodshed to break the monotony of the life. These are the men whom the ratification of peace has relieved —these are the men whom we are welcoming home now, and whom we shall welcome home in driblets for months to come.



FOR HOME AND HEARTH.

Dismissing the local scouts.

It would be beyond the scope and power of any agency to furnish a complete narrative of all the peregrinations of the many columns which have been in operation to bring this long-protracted war to an end. But there will be few of them which cannot estimate their journeyings in thousands of miles. Take, for instance, the subject of our illustration, the column commanded by the gallant Crabbe, *beau-ideal* Guard-man in the times of peace, bearded and deliberate soldier when commanding a battalion in regular warfare, intrepid leader of swashbucklers when war developed into the hunting of disorganised guerillas. Who will write a history of Crabbe's column?—of the hot pursuits across the choking wastes of the Karoo, of the misery of bitter nights spent in the Stormberg and Steynsburg Ranges, of the narrow escapes from well-laid and cunningly-devised ambushes, of nerve-racking night marches, of delightful halts in border towns, of love, of passion, of hate and strife, of all that goes to make war pleasant and interesting, fearful and disgusting; beautiful homes recklessly destroyed, tear-stained—— But all that is relegated to memories of the past. War is over, and all the ruthless vigour of its furtherance may be forgotten. The column is marching into Beaufort West; the horses of the gun teams seem to know that the war is over, and step out bravely towards the railway station. The mounted scouts, local farmers of proved loyalty and integrity, are drawn up in front of the court-house to be finally dismissed. The commanding officer walks down the line and then dismisses them with a few stirring words, which send the stalwart young farmers back to their homes with the knowledge that they have played a man's part—thanking fortune that the war brought them the opportunity of testing themselves in a man's part, thanking heaven that the war is over and that it is now peace.



"Navy & Army."

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THE GOAL IN SIGHT.

Colonel Crabbe's column marching into Beaufort West.

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ENTERING MALTA HARBOUR.

DRUM-MAJOR, COLDSTREAMS.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

AN amusing little collection of the oddities of Naval war might be made, and it would illustrate the manners of mankind in other kinds of human activity. For instance, the habit of playing "Joan's Placket is Torn" on the trumpets when an enemy surrendered or fled is, as Carlyle would have said, significant of much. The tendency to crow over a beaten enemy is common to men and game-cocks; but nowadays we are a little ashamed of it, and the only manifestation permitted is a certain amount of cheering and hat-waving. In former times there was no such shamefacedness. On the contrary, the instinct was allowed full play, and there were recognised ceremonies to give it expression. One of the Plantagenets—or, rather, one of the early heads of that famous family before it was known by the name: Fulk Nerra, or the Black, if my memory is not at fault—hit on a most effective fashion of celebrating a victory over a rebellious son. He made that misguided young man go down on all fours with a saddle on his back, and perform a march in this painful fashion with his "awful dad" sitting on him. The story is almost too good to be true, but the evidence, I believe, is satisfactory. So also, as the familiar tale has told everybody, Edward III. forced the chiefs of the burghers who defended Calais to surrender bare-legged, in their shirts, with halters round their necks. The purpose in both cases was to glory over an enemy, and put the victory beyond all dispute. After grovelling in these fashions, neither the son of Fulk Nerra nor the burghers of Calais could have the impertinence to say that they were not beaten. The playing of "Joan's Placket is Torn," the trailing of the flags of the conquered in the water, and so forth, were simply manifestations of the same purpose. "See, all men; we have won, and they are beaten," was their real meaning. The conqueror, in short, jumped up, flapped his wings, and crowed like a game-cock.

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Another curious feature of the old wars was the care taken to match equal with equal. I do not mean equal in strength, but in rank. Thus, for instance, in the orders issued to the "Ship Money Fleet" of Charles I. it was severely commanded that no captain should presume to engage the admiral, vice-admiral, or rear-admiral of the enemy. From the purely business point of view nothing would have been more absurd, since the regulation deliberately increased the chance that the flag-ships of the other side, which would presumably be the best ships the enemy had, would be the least damaged. But they thought a good deal of rank in those times, and respected it immensely on the other side as well as on their own. The superior, for his part, abstained from firing first at his inferior in rank. Tourville did, for instance, at Beachy Head, though, of course, he defended himself when attacked.

* * * *

But besides these oddities in things of a mainly formal character, there were others in the method of fighting. I have just been looking again into the French translation of the famous Catalan chronicle of Ramon de Muntaner. It is a book to be recommended to anyone who wishes to become acquainted with the land and sea fighting—and more especially the sea fighting—of the late thirteenth and early fourteenth century in the Mediterranean. Muntaner was in himself a most engaging person. Nobody, not even Joinville, is a better witness to the chivalry of the Middle Ages in its best sense. He was a subject of the Kings of Aragon, and by birth a gentleman, with an estate at Peralada, in Valencia. One can see that he had little or no patriotism in the modern sense of the word. He loved his country, but only as an ancestral house may be loved. There was no sense in him that he owed his country any duty. Patriotism in him was replaced by the sentiment of loyalty to his "natural lords," the princes of the house of Aragon. He served them all over the Mediterranean in thirty-two battles, and in other ways. As a great deal of this fighting was on the sea, it is of peculiar interest to us, and instructive if only because Muntaner's narrative shows that at a time contemporary with our Edward II. and Edward III. the principles of Naval warfare were as well understood in the Mediterranean as ever they have been since in any sea. En (this is Mosén) Ramón de Muntaner was trained in a good school, under the astute and resolute King Peter of Aragon, and the famous Admiral Roger de Lauria, Luria, or del 'Oria. If he was a perfect knight he was also a scientific officer who studied and understood the "causes of success and defeat." He never explains a victory by the strength of the right arm of the victor, or by mere knightly valour, though he ranked these qualities as high as ever chronicler did. The organisation of the army or fleet, the weapons, the plan of attack, are discussed by him as fully as by a military writer of our time, and in the same spirit. And he had lived in the very midst of nearly half a century of war, taking an active part, and towards the end holding great commands.

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When, then, a man of his character, who had run through such a career with his eyes open and his brain working, tells us how the work was done, he is entitled to be listened to. One of the details he gives is very odd—to me at least. It may have been interpreted by some authority, but it certainly needs explanation. Muntaner says that when the line of galleys was formed abreast before bearing down on the enemy, it was the custom to carry a cable from the prow of one to the prow of another all along the line. Why? It is easy enough to understand the motive for fastening the oars together by a strong rope, just above the blades. Besides the effect this fastening would have in forcing the rowers to keep good time, it would serve as a defence against a ram attack on the side. It was, in fact, a species of rudimentary torpedo-net, designed to break the impact of a weapon hurled against the broadside. Its efficiency cannot have been very great, since the thrust of a well-rowed galley would certainly break through the obstacle, and smash the oars in the process, while producing a tremendous upset on the benches of the vessel attacked. Still, the impetus of the assailant would be checked, and this would be so much gained.

* * * *

What, however, could have been the advantage of carrying a cable all along the line? When vessels were drawn up in a harbour and fighting on the defensive, the practice of fastening them side to side, very common in the Middle Ages, is explicable enough. By making a barrier on the bows with the oars, masts, and yards it was possible to construct a floating stockaded position against a front attack, and so long as the flanks could be covered, it was a strong one, when all battles were finally decided by sword, spear, and battle-axe. The puzzle is what good the Naval fighters of the thirteenth century can have obtained by tying their ships together when they wished to manœuvre and to

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attack, The cable cannot have been much of a defence against an enemy who was trying to force his way between the opposing ships, which is the reason given for the device. Not so insist on its other defects, which are pretty obvious, it must have been useless against an antagonist who had the sense to station a couple of carpenter's mates in the bow with axes. Yet it was frequently done, and it certainly did not prevent Roger de Lauria from habitually taking the offensive with great effect. Few admirals have been so constantly victorious. As he was a very able man, and surrounded by capable sea officers of the mediæval Mediterranean type, we must conclude that he did not act in mere foolishness or mere pedantry.

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The only plausible explanation I can make for myself it that this use of a connecting cable along the line arose from the high sense the admirals of the age had of the value of good order and the importance of bringing the ships into action well together. As a check on disorder it had a clear justification. The galley which was not in her station would be brought up at once. She could not hang behind as the line went down. The moment the cable began to be drawn taut from the bows of the galleys on either side, she would be hailed to give way, and her "comitre," that is, her boatswain, would have to urge on his rowers. If she persisted in hanging back, and still more if her cable was cut, there would have been instant proof of cowardice or treason. With an admiral of the stamp of Roger de Lauria, and such a king as Peter of Aragon, the consequences for her captain would have been that he would have been hanged at the end of his own mainyard with his shield round his neck. Whatever the value of the device may have been, it is at least a pretty conclusive proof that the best seamen of the thirteenth century had a very high estimate of the importance of making a fleet act together.

THE TARS OF THE FIFTIES.

THIS time we see the last of the old school of seamen at work and at play. The men we have before us in our pictures to-day are tars of the Russian War time, of the fifties, of the century just closed. Our last pictures of this series, it will be remembered, showed the tars of the Rodney time, also at work and play.

The old print-sellers always published their Naval pictures in pairs, showing Jack doing his duty in war and Jack disporting himself at ease in peace. There are extant, indeed, many old prints on these two subjects, originally published as companion pictures, some of which go back, indeed, to the far-off days of Queen Anne, now two hundred years ago.

Of the prints here shown the subjects have a special interest of their own. For one thing, the men we see belong to the old order of Jack Tar, out of whom our ships' companies of the days of the "wooden walls of Old England" used to be recruited. England had hardly yet learnt, even in 1854, that the best way to secure Naval efficiency is to catch the Bluejacket young and train him up until fit to join a sea-going ship. The tars of the Russian War time, as a fact, differed from the tars of the Trafalgar time, and the days before that, only in this—that they were voluntarily enlisted for the sea-service, and not compulsorily forced into the Navy by means of the press-gang. It is hard for us

BRITANNIA'S SONS ASHORE.

When duty is done.

From a coloured litho print in 1854.

BRITANNIA'S SONS AFLOAT.

At the post of duty.

From a coloured litho print in 1854.

of these times to imagine how strangely things often worked under this system, particularly when the stress of war arose.

Several captains of the Navy of the fifties have related their experiences in print, and from what they tell us one can really only wonder how the fleets, or at least some of the ships, ever reached the Baltic and Black Sea at all. On board some of the ships, we are told, there was only a bare percentage of men who had ever seen the sea before, even from the shore, and the seamen proper in other ships, the men who could "hand reef and steer," as the old sea-service phrase went, were a still smaller percentage. Milkmen, cabmen, gardeners, the off-scourings of the streets of London and Liverpool, in many cases had—it is on record—to be accepted for Queen Victoria's fleet, for want of better material, simply to get enough hands for the port admirals to pass ships as being manned, numerically, to leave port. Yet they did their duty. Both in the batteries of the ships before Sebastopol and Kinburn, or on shore in the trenches during the great siege of the Crimean fortress, and before Bomarsund in the Baltic, many of these poor, despised, worthless raw hands showed that they knew how to die for their country.

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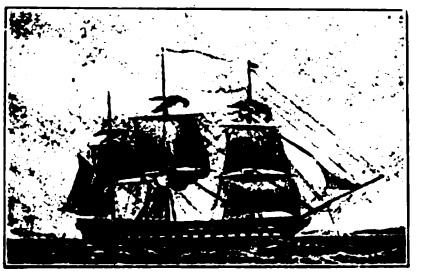
FAMOUS "LONDONS" OF OLD.

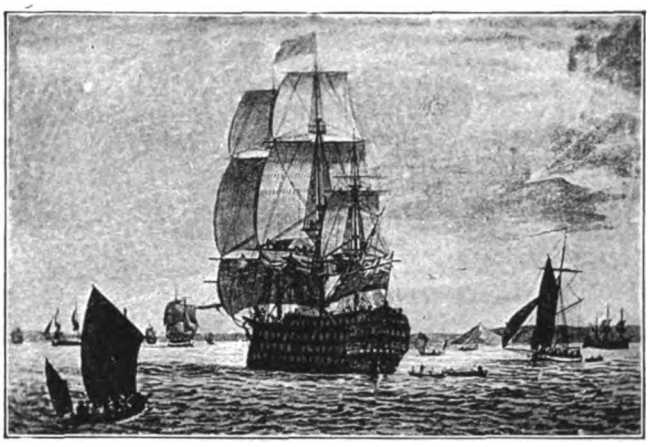
By Edward Fraser.

CROMWELL gave the Navy its first "London," launched in the last week of July, 1656. It was just at the time that some of Cromwell's friends in the City were quietly whispering as to what a good thing it would be to offer the Crown to the Lord Protector. Cromwell well knew what was going on, and it is more than probable that giving the name "London" to a new ship, which up to a week before her launch had had no name at all, was a sort of "sop" to the City authorities, and a compliment that would help to make them think favourably of the suggestion. The City would seem to have been highly flattered at having a man-of-war named the "London." It is curious that though London newspapers at that time took no notice of such things as the launches of men-of-war, in this case somebody sent round to the papers an interesting account of the launch of "ye lustie ffriggott ye 'London'" and of how all the Admiralty had gone down to Chatham to honour the occasion. At the Restoration the "London" brought James, Duke of York, Lord High Admiral of England, over, and a gratuity of a month's pay was promised to the ship's company, together with all on board the "Royal Charles" and other ships. "I wish we had the money," dubiously notes Pepys, who was on board the "Royal Charles," in his diary. We turn to Pepys again for the next mention of the "London," under date March 8, 1665. "This morning is brought me to the office the sad news of the 'London,' in which Sir J. Lawson's men were all bringing her from Chatham to the Hope, and thence he was to go to sea in her; but a little on this side of the buoy of the Nower she suddenly blew up. About 24 men and a woman that were in the round-house and coach saved, the rest, being about 300, drowned: the ship breaking all in pieces, with 80 pieces of brass ordnance. She lies sunk, with her round-house above water."



THE "LONDON" AT SPITHEAD.
1810—1881.

The City was so shocked at the disaster that a public subscription was got up to provide the £20,000 that a new ship of the same size would cost. King Charles gave the name "Loyal London" to the ship, and she was built on credit at Blackwall. It took, by the way, upwards of ten years to get in the money promised, and various Lord Mayors had to issue "precepts" to the City Companies, who had been ready enough at first to promise, before it was all got in. Indeed, in the cases of some private merchants who had promised £100 or so, the Guildhall authorities had to threaten to put in the bailiffs before they could get their promises fulfilled. The "Loyal London" was launched in June, 1666, before King Charles and the Court, and the Lord Mayor, Sheriffs, and Corporation, and "with a greate banquet." Just a twelvemonth later, and we have the following entry in Evelyn's Diary: "Here in the river off Chatham, just before the towne, lay the carkass of the 'London' (now the third time burnt), the 'Royal Oake,' the 'James,' etc., yet smoking." There can be no reason to explain in detail what Evelyn refers to,

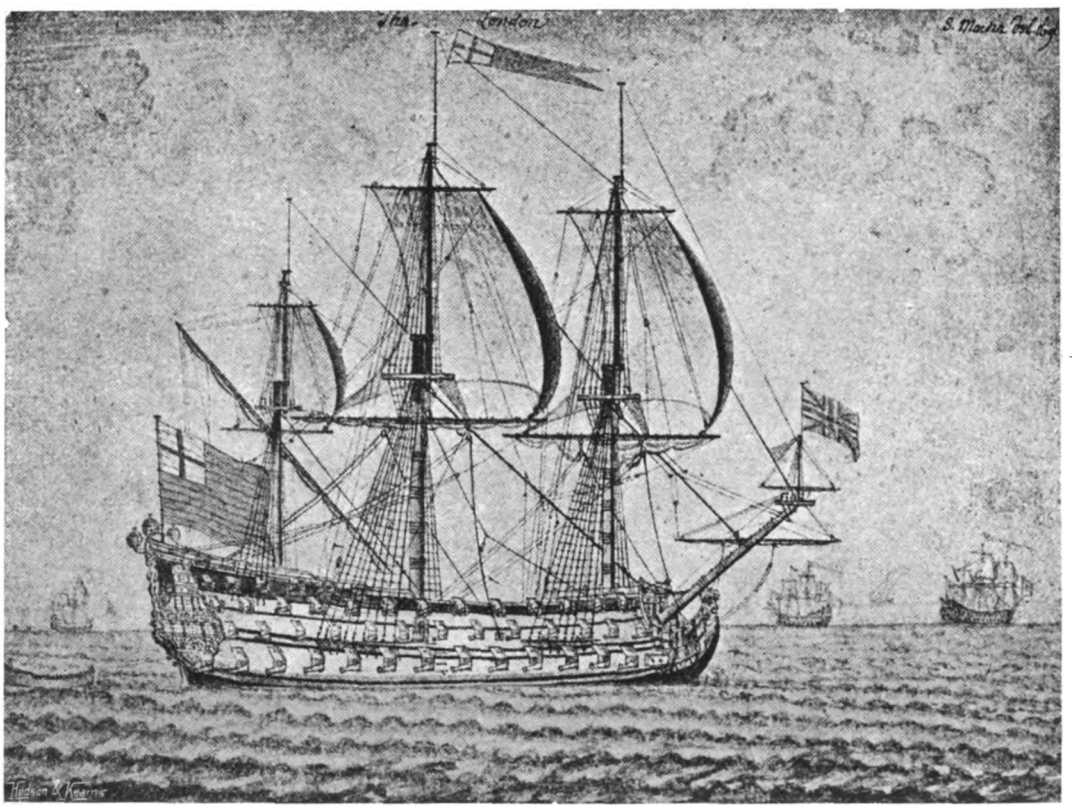


THE "LONDON" OFF PLYMOUTH SOUND, 1781.
1766—1811.

unfortunately. Three months after that the wreck of the "London" was weighed up. She had been scuttled before the Dutch fire-ships got to her, and only her upper works were found to have been destroyed. The wreck was jury-rigged, and ordered to sail round to Deptford to be rebuilt, and it did so after three weeks' delay, caused by a strike on board. The Chatham Dockyard maties objected to go cruising in a three-quarters-burnt hulk. By the promise of double pay, however, in the end, some gangs of shipwrights from elsewhere were got to undertake the business, and, escorted by two fifth-rates, the wreck of the "Loyal London" eventually got safely to Deptford.

On the sound bottom of the ship they built a magnificent first-rate, which lasted for thirty years, and won great renown in battle, notably at Southwold Bay in 1672, and at Barfleur-La Hogue in 1692. Rebuilt again during the first three years of Queen Anne's reign, the new "London" lasted forty years, though she never had a chance in all that time of firing an angry shot. Curiously, the only time her guns were fired at all was in 1707, when, as flag-ship at the Nore for a few weeks, the "London" dressed ship and fired a Royal salute in honour of the union of England and Scotland.

In 1766, yet another "London" was launched at Chatham. She lasted until 1811, having served with some distinction in the American War, both in the Channel Fleet and off the coast of North America, and in the Great War with the French Revolution and Napoleon. The "London" was Parker's flag-ship at Copenhagen in 1801, and she would have joined Nelson a week before Trafalgar had it not been for an accident at the last moment before leaving England. Finally, we have the "London" the immediate predecessor of the vessel which was to have been the flag-ship at the Coronation Review, launched at Chatham in 1840, and broken up at Zanzibar in 1884. At the bombardment of the sea-front batteries of Sebastopol, on October 17, 1854, the "London" was one of Sir Edmund Lyons's inshore squadron, which made so valiant but useless a display.



THE "LONDON" IN THE CHANNEL.
1668—1698.

[The illustrations are reproduced from contemporary sketches.

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A BATTLE-SHIP OF THE NINETIES.

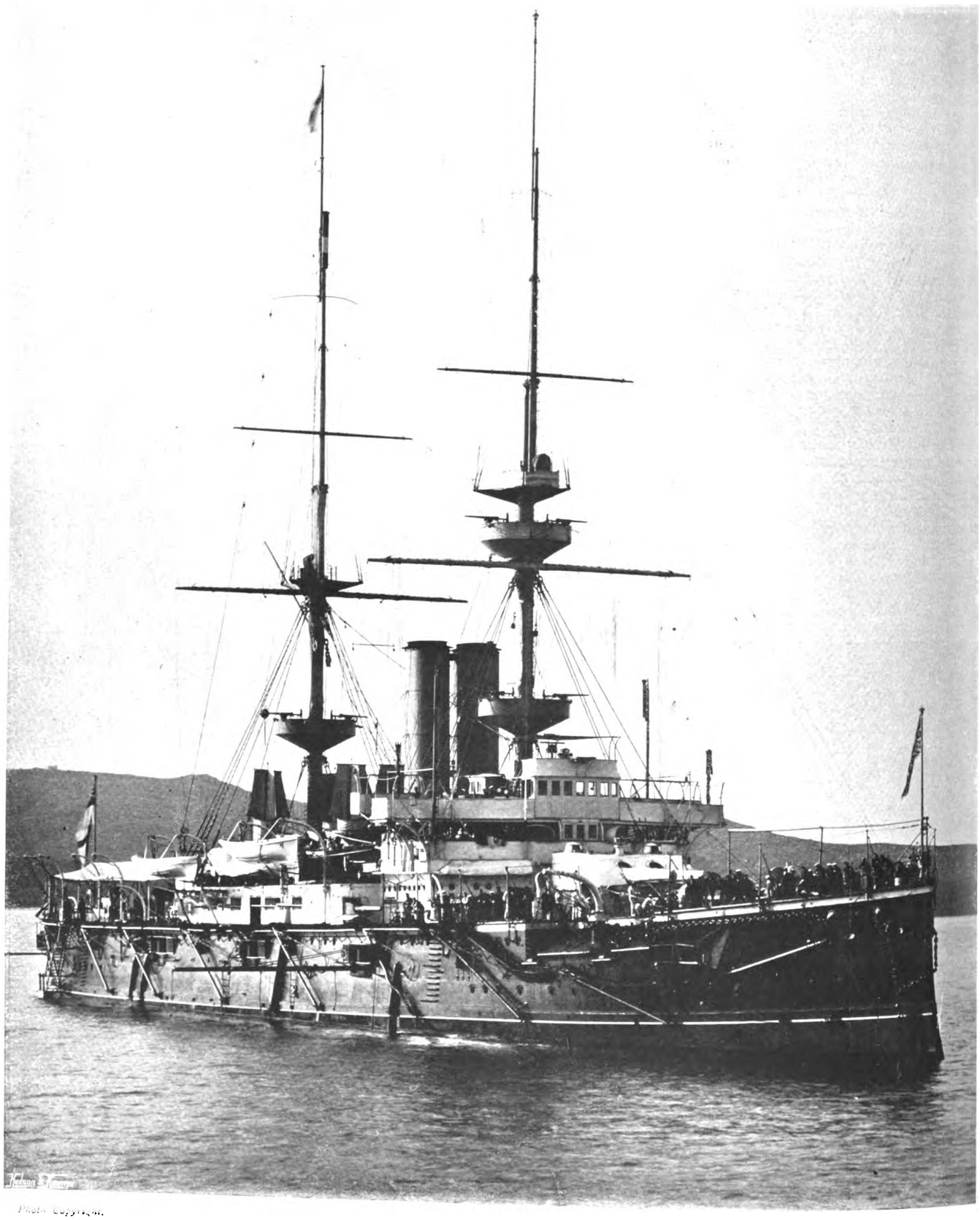

Photo. Copyright. Ellis.

A NAVAL OBJECT-LESSON.

The "Renown," recently Sir John Fisher's flag-ship in the Mediterranean.

The history of Naval construction moves at such a rapid pace that the "Renown" can hardly take rank as the most modern type of British first-class battle-ship. She was built in 1896, and is of 12,350 tons, which, of course, has been considerably exceeded of late years. But the "Renown" nevertheless stands very high in our list of up-to-date fighting ships, and would certainly give a very good and glorious account of herself in any Naval action. She, moreover, enjoys great distinction as having been for some years the flag-ship of the Mediterranean Squadron, and, as such, a centre of Naval attraction to the whole civilised world. The Mediterranean may not be an English lake, but there are always some very fine British water-fowl swimming there, among which the "Renown" has been notably and proudly conspicuous.

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THE MAKING OF THE BLUEJACKET.

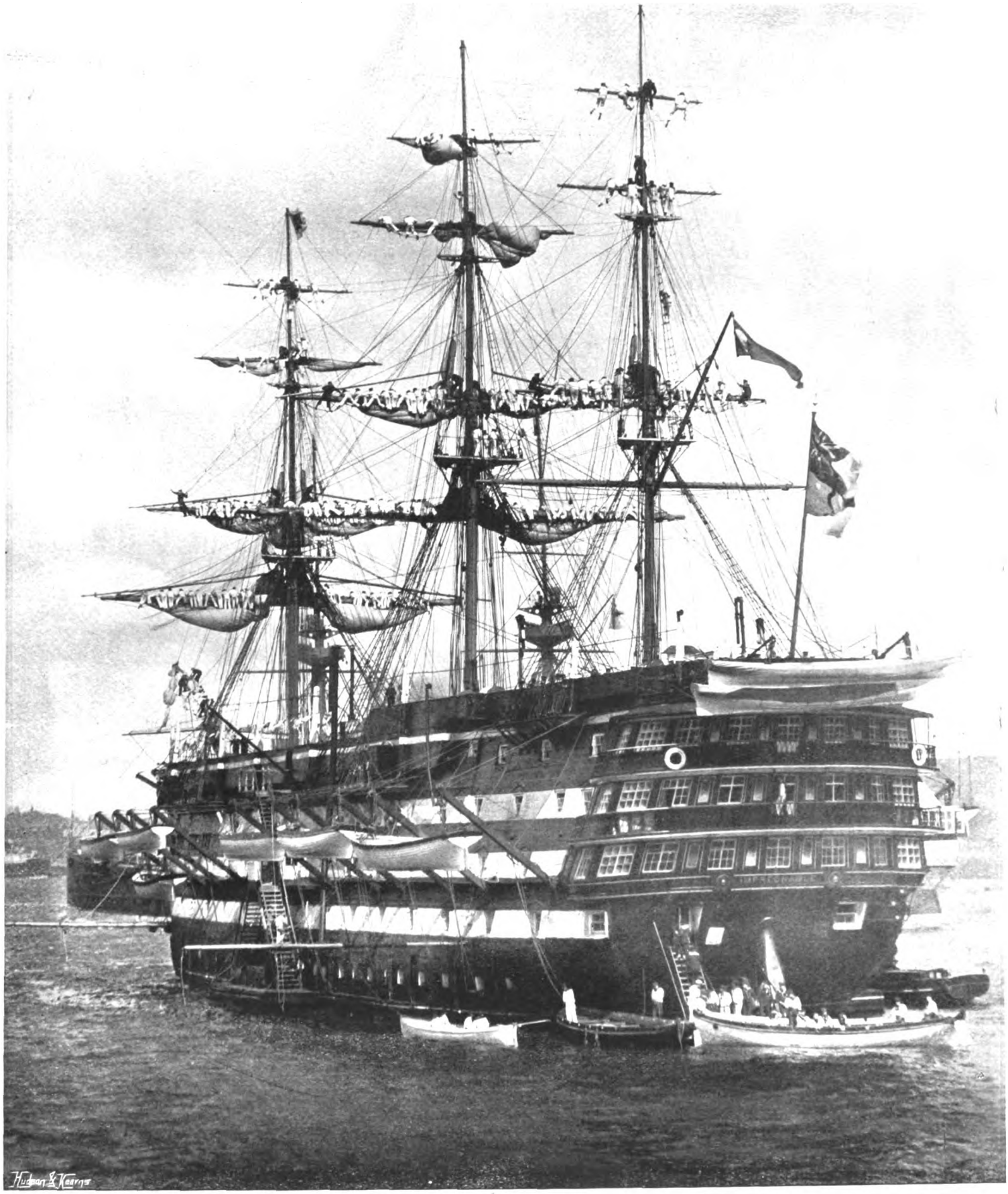

Photo. Copyright. Crockett.

RUDIMENTS OF SAILORMANSHIP.

Furling sails on board the training-ship "Impregnable."

Now that the war-ship is mostly a "kittle o' steam," with additional motive power in the shape of electricity and compressed air, there is less and less use for the "white wings" which made the old-time frigate, even in Ruskin's opinion, one of the loveliest sights in the world, and in the handling of which British sailors have ever been pre-eminent. But much of true seamanship is involved in the proper use of sails, and in the training-ships great importance is still very rightly attached to the education of the youngster in this respect. Here we have illustrated the operation of furling sails, which is being smartly performed on board the "Impregnable" at Devonport, and there is no mistaking the alacrity with which the lads are carrying out a task hardly suited for any with stiff joints or weak heads

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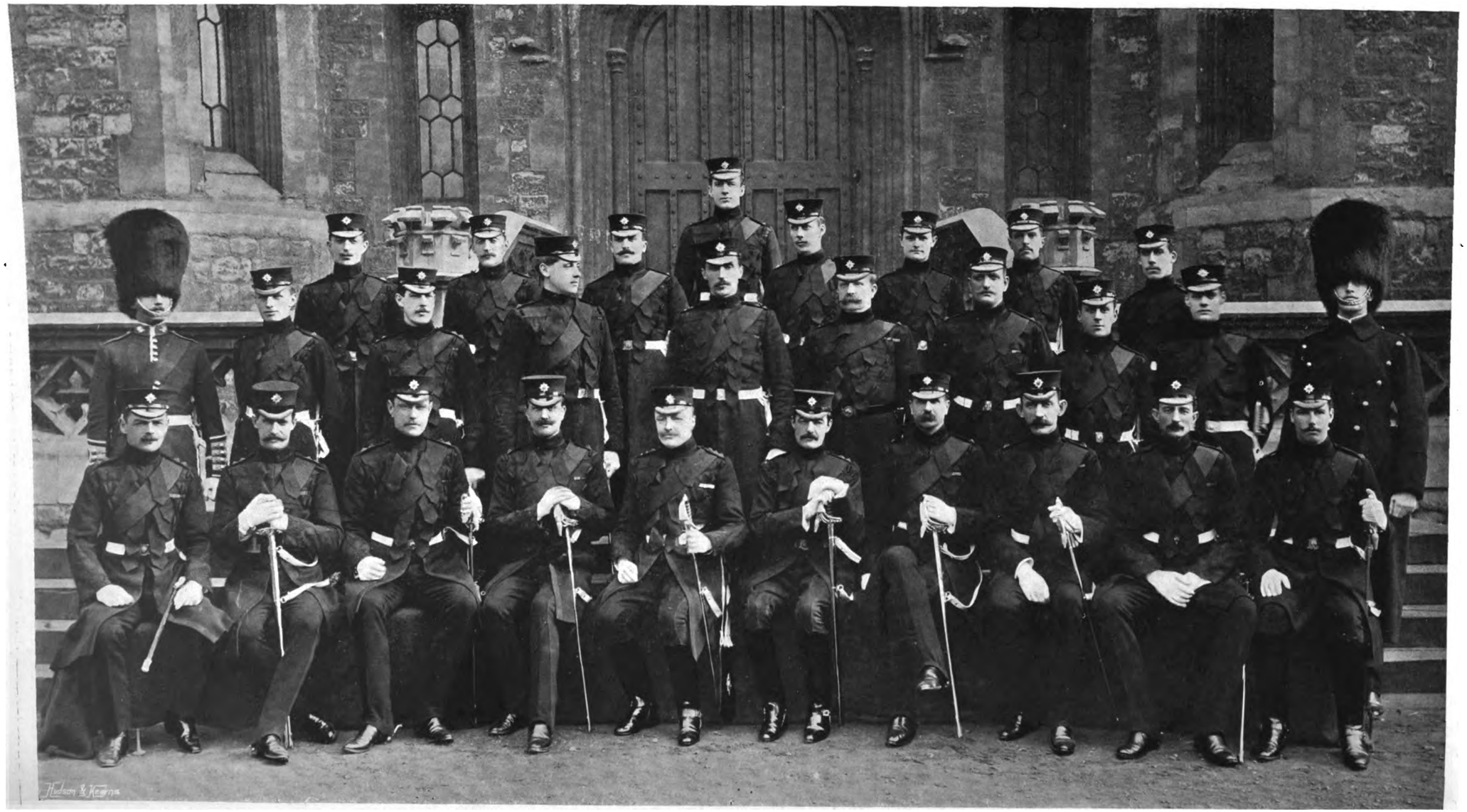
OFFICERS OF THE IRISH GUARDS.



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Among this group are two Mafeking heroes, Colonel Godley and Major Fitzclarence, V.C.

Reading from left to right the names are—At back: Lieut. J. B. Faskalbo. Second row: Lieut. Sir M. Crofton, Lieut. Hon C. Ivabazon, Lieut. the Earl of Kingston, Lieut Hon. L. Butler, Lieut. Hon. H. F. Trefusis, Lieut. I. R. Vesey, and Lieut. L. S. Coke. Third row: Lieut. C. A. Tisdale, Lieut. R. C. A. McCalmont, Capt. Lord Oxmanstown, Lieut. G. Brooke, Capt. G. Madden, Lieut. and Q.M.S. J. Fowles, Capt. R. P. Chichester, Lieut. Lord J. Hamilton, Lieut. Sir H. Child, Bart., M.V.O., and Lieut. Hon. M. R. Wingfield, M.V.O. Front row: Capt. Lord Settrington, D.S.O., Capt. Earl of Kerry, D.S.O., Lieut.-Col. A. J. Godley, Major G. Nugent, Col. C. Vesey Dawson, C.V.O., Lieut.-Col. R. J. Cooper, M.V.O., Maj. D. J. Hamilton, Maj. L. A. Stopford, Major C. Fitzclarence, V.C. and Lieut. and Adjt. A. Stepney.

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5th LANCASHIRE VOLUNTEER ARTILLERY IN ACTION.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

THE incident to which considerable prominence was given some days ago in connection with the wholesale dismissal of the band of the 4th Volunteer Battalion of the Cameronians (Scottish Rifles) must be regarded as regrettable, not only because it is not creditable to the Force, but also because it makes it seem more probable than we care to think that those critics are right who affirm that the discipline of the Volunteer Force is extremely unreliable. It appears that after the 4th Volunteer Battalion Scottish Rifles had joined the camp at Gailes, near Irvine, the bandsmen became discontented with the remuneration they were to receive, and this discontent culminated in an act of flagrant insubordination, as the band refused to go on parade when ordered. Although there are some who acknowledge that they think more drastic measures were taken than the case demanded, we are personally of opinion that the officer commanding the battalion, Lieutenant-Colonel F. J. Smith, adopted the right and only course. He at once placed the insubordinate bandsmen under arrest, and subsequently dismissed them all with public degradation. In a speech to the culprits paraded before the regiment he very rightly pointed out that the musicians had joined the battalion as Volunteers, and were no more entitled to pay than their comrades. There are no men now in any branch of the King's Service who are without opportunity of appeal against a grievance. The men in question forgot the most elementary maxim of "Obey first and complain afterwards," and we congratulate Colonel Smith on the immediate and stringent measures he adopted to punish the bandsmen, who so grossly set discipline at defiance.

As this reference to a regrettable incident may seem to reflect somewhat unfairly on Volunteering in Scotland, it is but just to add that, after his inspection of the camp in question, and the very large number of Volunteers who were there assembled, Lieutenant-General Sir Archibald Hunter remarked that what he had seen this year confirmed his impression of the growing efficiency of the Volunteer forces in Scotland. There were, of course, some few points which called for unfavourable criticism, but on the whole he had nothing but praise for the general efficiency attained. Sir Archibald Hunter added that the officers almost invariably brought keenness, zeal, and intelligence to bear on the performance of their professional duties in a manner little short of surprising, and that the rank and file devoted themselves to their work in a highly commendable spirit of serious earnestness, and with an evidently sincere desire to do well. It may therefore be most reasonably assumed that the reprehensible conduct of the band of the 4th Volunteer Battalion of the Scottish Rifles is most antagonistic to the prevailing tone of the Brigade with which it was encamped, and also to the battalion from which it has so rightly been dismissed.

While on the subject of Scotland, it is not irrelevant to express a hope, and indeed an expectation, that the proposal to form a Yeomanry corps in Aberdeen city and county, to be called the Aberdeen and Northern Counties Imperial Yeomanry, may meet with the support of the local citizens, and be carried to a successful issue. There is ample room for such a corps in Aberdeen. There are at present about 120 members in the Aberdeen Squadron of the Fifeshire and Forfarshire Imperial Yeomanry. It is possible these might be transferred to form the nucleus of the proposed corps, in which case only about as many again would be required to bring the corps to a convenient strength. Speaking of the relevancy of a subject in connection with Scotland puts us in mind of the retired Volunteer officer living north of the Tweed who recently applied for special permission to visit Woolwich Arsenal. After a delay of rather more than three weeks he received a communication from the War Office stating that "no further Second Division clerks were required for service in South Africa."

A pleasant feature to observe is the regular return of Volunteers who have been serving in South Africa. In nearly every case they are accorded the warm reception they so richly deserve, and in some few instances where no public demonstration has taken place, the local authorities have always explained that the omission was due to incorrect information as to the date and time of their arrival. Now that the excitement has long subsided it is easier to calmly recognise the true value of the work performed at the Front by citizen soldiers. There were some who, especially in the early stages of the war, did not hesitate to affirm that the irregular or partially trained soldier was of greater worth than the more machine-like Regular. The late M. Jean de Bloch held this opinion very strongly. We should naturally be the last to depreciate in any way the high estimate at which the Volunteers have forced themselves to be reckoned, but we cannot help thinking that there is some danger in holding such extreme views. It must not be forgotten that the Boer War was fought under exceptional circumstances, in an exceptional country, and the so-called "lessons of the war" might in some ways possibly have to be relearned differently in a war under other conditions. None can deny that the Yeomanry and Volunteers have done really good work So capable a judge as Lord Dundonald, immediately before leaving for Canada, took the opportunity of testifying to his personal belief in the Citizen Army, a belief founded on experience. None can ever again reproach our Volunteer soldiers with being untried in the real test. But there is therefore no need to appraise things in undue proportion. The objects of the authorities in recent regulations seem all tending in the proper direction. While the Volunteers are to receive more training—to be brought, in fact, into closer line with the Regulars—the regulations regarding field training, etc., all aim at reducing the chance of the Regular soldier becoming a mere automaton. He is to be encouraged to use his individual intelligence, and, indeed, to become more like the Volunteer in the points in which the latter possibly proved his superior. The results should be advantageous to both, and a natural gain to the whole efficiency of the Imperial Forces.

Having just referred to the Yeomanry and Volunteers who have been serving in South Africa, it may be pointed out that the 24th Battalion Imperial Yeomanry, comprising the 86th, 87th, 94th, and 95th Companies, went to the Front under the title of the Metropolitan Mounted Rifles. It is essentially as representative a corps as was the C.I.V., and is under the command of Colonel Henry Byrne, V.D., lieutenant-colonel commandant of the 21st Middlesex, the Finsbury Rifle Volunteer Corps. It is stated that the Metropolitan Mounted Rifles have been holding the mountain

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pass blockhouse line, and may soon be expected home. As practically all Metropolitan corps are represented in the battalion, its arrival will be of wide interest, and it is not surprising that its friends have openly expressed a wish that a thanksgiving service may be held in St. Paul's Cathedral for the return of those who have survived and in memory of those who have fallen. There are many who can recollect the impressive farewell service to the battalion, at which the Archdeacon of London officiated.

Some time ago appreciative mention was made under this heading of the advantages of cadet battalions. The present Commander-in-Chief and his immediate predecessor have both expressed themselves strongly in favour of developing these corps, and the Prince of Wales holds a similar opinion, strengthened by his observation during his Colonial tour. Further testimony cannot be required; but it is satisfactory to note how well the various metropolitan cadet battalions came through the ordeal of the annual inspection. The 1st Cadet Battalion of the Royal Fusiliers, for instance, a battalion for which recruiting opened barely a twelvemonth ago, marched past before its inspecting officer in Regent's Park in really excellent style, and the steadiness of the lads on parade was very marked. In other towns where such battalions exist, a similar report can be made. In Manchester the cadets were amongst the first, if not actually the first, to practise the new infantry drill, and this is indicative of the determination generally evinced to keep well up to date. As a general rule the amount of time the officers in cadet battalions devote to the work is considerable, but they probably gain a reward by more rapidly seeing a happy result accruing from their labours than would be the case if they were serving with an ordinary Volunteer battalion. Moreover, it is not only as assisting to develop and strengthen the Volunteer force that the maintenance of cadet corps is desirable. The discipline, physical exercise, and healthy mental employment afforded to working lads who join these battalions must also appeal to the interested philanthropist, who possibly may be quite ignorant and generally careless of matters military.

COLONIAL PREMIERS AT ARDEER.

THE Premiers of the various Colonies of the British Empire who came to this country to take part in the Coronation celebrations recently paid a visit to the works of the well-known Nobel's Explosives Company, at Ardeer, near Glasgow. There is little doubt but that they must have found the factory quite one of the most interesting sights of the many which have been presented to them. On arriving at the works they were received by Sir Charles Tennant, Bart., chairman of the company, and Lady Tennant. The Colonial Premiers' party included: The Right Hon. Sir Edmund Barton, K.C., Lady Barton, Miss Barton, Miss Fawns, and Mr. C. E. Flannery, Australia; the Right Hon. Richard Seddon, Miss Seddon, Miss May Seddon, Mr. Frank Dyer, and Mrs. Frank Dyer, New Zealand; the Right Hon. Sir Albert Hime, Miss Hime, and Major Clarke, Natal; the Right Hon. Sir Robert Bond, Newfoundland; the Hon. George Ross and Mr. Ross, son of the Hon. George Ross; Mr. W. Herbert Daw, Mrs. W. H. Daw, Mrs. Edwards, Mr. Hermann W. Marcus, London; C. Freeman Murray, secretary British Empire League, London; Mrs. Freeman Murray, Miss Murray, and Miss Newton; Colonial Governor (Lagos), the Right Hon. Sir William MacGregor, M.D., K.C., M.G.C.B. These, with many other distinguished guests, were entertained at luncheon by the directors of the Nobel's Explosives Company.

After luncheon the chairman and the Hon. Thomas Cochrane, M.P., alluded in appreciative terms to the noble part the Colonies had played in the history of the nation, and to the splendid work of the Colonial soldiers in South Africa.

The party then proceeded to the inspection of the works, through which they were conducted by Mr. C. O. Lundholm, chief chemist and works manager. They were taken to the nitro-glycerine houses, for the manufacture and washing of nitro-glycerine; they visited the cartridge-houses and saw the manufacture of blasting gelatine, which is the strongest known explosive, into suitable cartridges for blasting purposes, and also the manufacture of dynamite and carbonite into cartridges. They were shown the cordite department, where they could see the manufacture of cordite for big guns. No less than fifty tons of cordite per week can be turned out by this department. In the gun-cotton department, the gun-cotton was shown as prepared for the manufacture of cordite, and whilst being packed in cases for transport to the Government establishments.

One of the illustrations represents Sir Edmund Barton, the Marquis of Graham, Mr. James Tennant, Lady Barton, and Miss Seddon emerging from a tunnel under one of the nitro-glycerine hills. The other shows the Colonial visitors commencing the ascent of a nitro-glycerine hill. In this view will be observed the factory buildings, which stretch over an area of no less than 800 acres. It may be added that the total capital outlay of the factory is nearly £600,000, and that the number of workpeople is 1,700, of whom 400 are women. The guests were all delighted with their visit, and warmly expressed the pleasure it had afforded them.

THE VISITORS EMERGING FROM A TUNNEL.

Sir Edmund and Lady Barton, Miss May Seddon, the Marquis of Graham and Mr. James Tennant.

"Navy & Army."

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A BIRD'S-EYE VIEW OF THE COMPANY'S WORKS.

The visitors ascending a nitro-glycerine hill, from which to get some notion of the enormous area covered by the factories.

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MESSENGERS FOR THE SHORE.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

STARTING FOR TORPEDO PRACTICE.

THE fleet assembled at Spithead is a mark of the greatness of the British Empire, and it is certainly a matter for congratulation among the British people that vigilant minds are everywhere concentrated on problems of national and Imperial defence, and are striving for efficiency. They are asking for the "reinforcement of that intellectual equipment" which directs, or ought to direct, the enormous forces of our Empire, officially, or, at least, semi-officially, declared to be necessary, since there are obviously problems which "could not be dealt with even by the highest officers in either of the Services, or even by the highest political intelligences, merely by preliminary or casual examination." Nothing merely preliminary or casual can be admitted in such grave concerns. "Policy! policy! policy!" should be the cry. When that has been arrived at—not, it is to be feared, by the Cabinet Committee on Defence—we shall no longer have two policies for the two Services in some degree mutually exclusive. We shall recognise what the duties of both Services are, and the limitations of their several functions—that the sufficiency and organisation of the Army are fundamentally related to the sufficiency and organisation of the Fleet. It will be seen that our great—nay, our only—military requirement is a foreign service army, fed by an organisation at home. A correlative conception will be that such an army cannot be sent abroad, or be properly or certainly maintained there, unless the Fleet shall enforce the freedom and security of the sea; and we may be led to reflect that we shall thus ever have military sufficiency at home to protect these islands in some measure in the event of that unthinkable terror—an Empire-breaking Naval catastrophe. It is in relation to such matters that the "reinforcement of intellectual equipment" is necessary, which Lord Charles Beresford demands, and which Mr. Arnold-Forster seemed to have promised.

But all this is not necessarily concerned with the constitution of the Board of Admiralty, as some seem to imagine, touching which, nevertheless, there may be legitimate heart-searchings. The principle underlying the constitution of the Board is not generally understood, as may be seen by a proposal recently made that heads of administrative departments—an engineer, for example—should be members of it. There has been a demand, also, for a responsible War Lord, the demand springing most naturally from the desire to have someone, as has been said rather crudely, to "hang" in the event of catastrophe. We never possessed so near an approach to the War Lord as the old Lord High Admiral, in whose hands was, or ought to have been, everything that concerned the Fleet. But the business was too colossal, and its volume and complexity have now so prodigiously grown that no single man can ever hold in his hands all that concerns the sufficiency, readiness, and employment of the Fleet. The Admiralty was placed in commission, and we shall never see a Lord High Admiral again, nor ever create a War Lord, who to deserve that title must control all preparation for war. An attempt was made to elevate the French Chief of the Naval Staff into a position of responsibility for preparation and readiness for war, and personal and material matters were in his charge. The plan did not work, and obviously as an effective means was unworkable. The German Emperor is his own Commander-in-Chief, *Oberbefehlshaber*, or War Lord, with a Naval Cabinet to keep him in touch with things, as well as a staff or board with a vice-admiral at its head, and a Navy Office for all executive material business, also under a vice-admiral, besides inspectors of departments, all responsible to the Emperor. The system is that of our own Admiralty, with the Emperor as First Lord and Commander-in Chief, and if the supreme power fell to weaker hands the machinery exists for carrying on the business. This is the only rational system.

Our Cabinet Minister, the First Lord of the Admiralty, has his individual responsibility to Parliament, and shares the collective responsibility of the Cabinet. There has been no political impeachment since 1715, when the Tory Lords, Oxford and Bolingbroke and the Duke of Ormond, were impeached for their share in the Treaty of Utrecht. Oxford vainly pleaded the Queen's commands, while the others fled to the Continent and were attainted. But, though impeachment has fallen into desuetude, the weight of national censure for incapacity or failure remains. The Board of Admiralty places at the hands of the First Lord, or should do so, all that is necessary for his Naval work, but if the Board be insufficient let it be reformed. With the Cabinet must rest the final responsibility. There must not again be a Board like that described two years ago by Sir John Hopkins as so engrossed in administrative business as to have no time to initiate reforms or improvements. Everything goes to show that things at the Admiralty have vastly improved, and that now time is being found both for reorganisation and reform. The principle of the Board must, however, remain untouched. Enormous is the responsibility of the First Lord in choosing his advisers. These must be men of ample views, basing their work upon principles grounded in the past, but restless in their endeavour to utilise all that is new and good, and they must be men capable of thinking out all those problems which concern the war preparation of the Fleet in the light of their own experience, and of imparting zeal to the work of promoting personal and material efficiency.

For a Board so constituted there is ample work to do, work both difficult and complex, and nothing more important than the provision and education of officers and men, and the creation of a sufficient reserve. I drew attention last week to the urgent necessity of so distributing duties on board ship that we are not deprived of combatant officers in sufficient numbers, nor left with our machinery in insufficient hands. In the coming reform it may be that the Admiralty will give content to all officers, but if that should not be the case, the paramount necessity must enforce the condition. It will not do to feel like Lord Harrington, First Lord of the Admiralty in 1842, who could not act decisively, because, as he said, "in doing what might be needful for the public interest he would be sorry to distress the feelings of officers." There are officers on the flag list who have not been employed, and who, it would almost seem, are not destined to be employed. If that be the case—and the matter is wholly in Admiralty judgment—some means should be found of retiring them, so that younger men may gain the opportunity of command. Retirement by age has many disadvantages, and is sometimes cruel to men in their mental and physical prime, as also to the nation that is deprived of their services, but, on the whole, it may be the best system. It would seem reasonable that the Admiralty should take account of all commands and appointments open to flag officers of various rank, and should so adjust the system of retirement that there should

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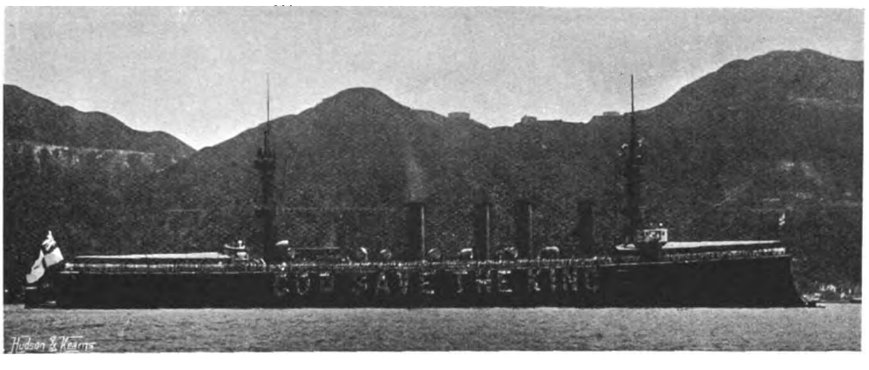
always be a more than sufficient supply of officers in the full and vigorous possession of all their faculties to occupy them. There can be no reason in a system which leaves officers on the list without chance of employment. Vice-admirals are retired at sixty-five—the present mean age of those on the list is a little over sixty—and rear-admirals at sixty—present mean age fifty-five and a-half. If they are not employed during a continuous period of seven years they are compulsorily retired. Perhaps that period might be abridged with advantage, or it might be made worth while for officers to retire. Another matter that should engage attention is the limited opportunity of exercising command afloat given to those officers who are employed. The duties of a second in command are not always exacting, and twelve months in that capacity in the Channel Squadron probably does not content those who hold the position, while the brief authority of the second in command of the Home Squadron is far from satisfying. It ill behoves anyone to be dogmatic in regard to matters of this kind, and the desire here is merely to point out the supreme importance of having officers in command in the full mental and physical vigour of their faculties, and to give them plenty of opportunities of exercising their office It was certainly by constant work at sea, and by work in the actual presence of war, that our old admirals developed their qualities. Lord Howe held that "those who may be entrusted with the care of our fleets ought to be men of sound minds and great bodily strength to enable them to endure the fatigue to which they might be exposed." Farragut considered it "a great advantage to gain command young, having observed, as a general rule, that persons who come into authority late in life shrink from responsibility and often break down under its weight." We have certainly made vast progress since the evil days, and "'tis sixty years since" captains were not promoted to the flag list until they were well on the way towards seventy. Officers, like Howe himself, might win victories at comparatively advanced age, and, like Cornwallis, might do work demanding the ripest endurance in blockade, but experience and reason teach that such men are liable to break down under the strain, and that the best work is usually done by younger men who have had constant employment and training for their task. It is not possible to exaggerate the importance of possessing capable admirals and generals in the stress of war, and to this vital matter the fullest attention should be directed. They are an essential equipment for efficiency.

THE "TERRIBLE."



A HUMAN DOCUMENT.

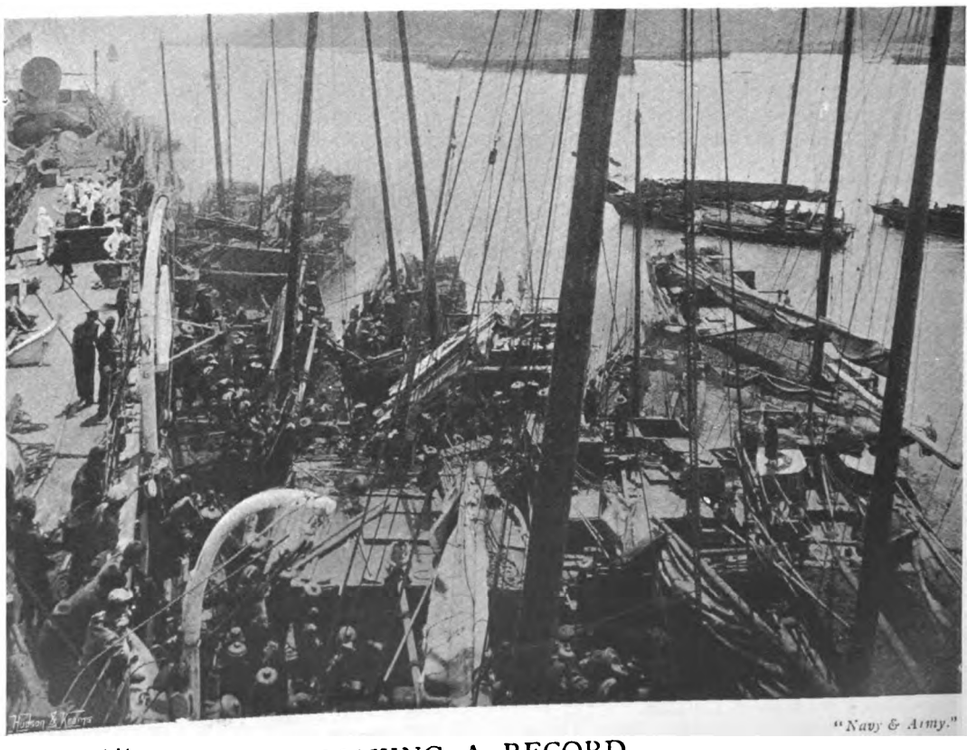
A loyal wish in flesh and blood.

IN HONG-KONG HARBOUR.

Coaling ship.

THE name of the "Terrible" is now so familiar to the English public that it would weary them to describe her tonnage and horse-power and speed and the details usually given when a new ship is described. The name "Terrible" is not a new one in the British Navy, but the holder of the suggestive name to-day is likely to be better known than any of her distinguished predecessors. The part that the "Terrible" took in the South African War is almost unique in history, or, at any rate, in modern history. In the old days, when the construction of gun carriages was not such a complicated matter as at the present day, and when it was common to build in the field a new carriage for one destroyed by the enemy's fire, the feat of constructing an entirely original pattern of carriage would not have been very great. The modern conditions, which entail the greatest nicety in meeting stress and strain, entailed by the increased weight of the ordnance and the greater force of present-day explosives as compared with those of fifty years ago, would to the ordinary mind render the construction of a siege gun-carriage in the field almost an impossibility. The captain of the "Terrible" deemed nothing impossible, and to his ingenuity is due the construction of the heavy siege mountings with which, in the face of all difficulties, the seamen were able to bring their guns into action at Ladysmith.

At the first glance, the loyal wish "God Save the King" on the side of the "Terrible" seems to be the work of a very careful painter. A minute examination will show that the letters are formed by the bodies of 215 Bluejackets, who have so disposed themselves as to express the wish of his Navy in what the King might call "a human document." The other illustration shows the "Terrible" making a record for fast coaling by taking in 272 tons an hour, a record she has since broken at Singapore, by taking in 1,510 tons in five hours.



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MAKING A RECORD.

Junks alongside at Hong-Kong.

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HINDU WATER-CARRIER.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

A TEMPLE NEAR CALCUTTA.

QUITE a little sensation has recently been caused by the publication of extracts from a circular memorandum by the Adjutant-General in India with reference to the lack of elementary education among a number of young officers who have been given direct commissions during the past two or three years owing to the war. I venture to deprecate strongly the tone of many of the comments which have appeared on this subject. What has happened is unfortunate, but it is not very serious, and, the war being now at an end, there is no need to apprehend any further extension of the trouble, such as it is. With that capacity for losing its head which has not infrequently distinguished it in times of stress, the War Office seized the opportunity afforded by the war to scatter commissions broadcast, without imposing any educational test whatever, much in the same way as it invited all manner of puny striplings to accept five shillings a day as Imperial Yeomen, without stopping to enquire if they were worth fivepence. The results have been distressing, but there is no great harm done, and we may be quite sure that the efficiency of the Army in India or anywhere else has been in no sense appreciably impaired. As for making the episode a text for further sermons on the educational deficiencies of our military system, that is manifestly objectionable and unfair.

My own sympathies are with the youngsters who have thus been held up to public scorn as "Army Dullards," or "Ignorant Indian Officers," and otherwise scarified by as much contemptuous abuse as can be packed into a halfpenny paper headline. In spite of the caustic wording of General Smith-Dorrien's circular memorandum, I cannot think he wanted these lads to be yet more deeply humiliated than they have been merely because, when the War Office asked them to become officers without examination, they did so. It is a poor commencement to a military career not only to have to go to school under the regimental schoolmaster in order to retain a commission that has been fortunately acquired, but also to be pointed at as a specimen of "amazing ignorance," and as unworthy to rank with that highly superior product, the ex-Sandhurst cadet. What makes the outcry all the more absurd is the shortness of the time that has elapsed since popular ideas ran in an exactly opposite direction. It seems only yesterday that folks were pointing to fine young fellows whose only deficiency was that they could not, or would not, pass examinations, and howling because these excellent cricketers or athletes were debarred from adorning the profession they were evidently fitted for. I have consistently upheld the maintenance of a high standard of education for Army officers, but I think that there is no need for all this fuss and fury because a comparatively few youngsters have found their way into the Army at an awkward juncture, who in ordinary times would have been ignominiously excluded.

Closely following on the death of Major Hibbert from an encounter with a wounded bison comes the news that Major F. T. Williams of the 26th Madras Infantry died a few weeks back from wounds inflicted by a tigress in the Mamandoor Forests, North Arcot District. Major Williams had slightly wounded the tigress on the Saturday evening, and on Sunday morning followed it up. The tigress charged him before he was able to fire at her, knocked him down, and mauled him terribly. Of his attendants one shikari pluckily stood his ground, but was afraid to fire for fear of hitting his unfortunate master. He let off his gun, however, in the air, and the tigress bolted. Major Williams was taken into hospital and his wounds were dressed, but the injury proved fatal. It is, of course, an extremely dangerous proceeding to follow up a wounded tiger on foot, as unless the animal is very badly hit indeed the odds are mostly against the sportsman. If the jungle is at all thick, there is no knowing exactly where the brute is lying, and before a man can realise what has happened he may be knocked down and mauled by the big cat who has been hungering for the opportunity to "get even," and who has completely lost all sense of fear or prudence.

A horrible case of child-murder in Burma has raised apprehensions as to the existence of Thugs in that country; but there seems nothing to connect the recent revelations with the practice of Thuggee in India, which was carried out not only systematically, but as a religious cult. I do not suppose that many folks nowadays read Meadows Taylor's "Confessions of a Thug," but it is a very remarkable book, which well repays perusal as a study of native customs, in which Taylor was very deeply versed indeed. The Indian Thugs used to operate largely on the Great Trunk Road, and their methods were various, although they habitually ended in strangling with the *roomal*, or handkerchief, thrown round the victim's throat and tightened by a peculiar action of the hands. All sorts of plans were used to decoy the victims to their doom. Rich merchants travelling along the road were drawn into friendly companionship with other traders, apparently of their own class, and finally invited to a sumptuous banquet. At an arranged moment the word was passed, "Tumbako lao" (bring the tobacco), and the *roomal* was thrown, the dead body regarded as a sacrifice to the dread goddess, Kali, and the merchant's goods appropriated to the needs of her sanguinary devotees. A favourite decoy was a beautiful young maiden, who, with her torn dress and dishevelled hair, sat by the wayside and bewailed her cruel treatment at the hands of a robber. The chivalrous passer-by soon fell a victim to the fatal handkerchief, and in this and other ways the terror grew to such proportions that Government had to take special steps to stamp out the practice. It did so quite effectively, and one of the last of the real Thugs was seen in prison by the King when, as Prince of Wales, he visited India. If I remember rightly, the old miscreant showed the Prince the exact manner in which the *roomal* was used, a gruesome demonstration, truly, of one of the most ghastly of criminal callings.

An admirable letter with reference to the Delhi Coronation Durbar has been addressed to the *Times* by the late Commissioner of Delhi, Mr. H. C. Fanshawe, in whom I recognise a former member of the Punjab Secretariat at the time that I lived at Simla in the early eighties. In the short space of less than half a column Mr. Fanshawe corrects misapprehensions, gives practical advice to intending visitors, and indulges in some level-headed suggestions, and it would be an excellent thing if such a first-rate authority could be induced to extend his observations and make them readily accessible in the shape of a little book. One of Mr. Fanshawe's suggestions is that this Durbar should be signalised by reclaiming from military occupation all the Moghul buildings inside the fort which are still so used. It ought certainly to be done, for there is no question as to the vandalism which has been perpetrated in this matter. It is many years since I visited Delhi, but I can recall the feelings of disgust I experienced at seeing a lovely old historical building converted to the uses of a military mess. I have a sort of recollection that one of the most beautiful halls was used as a billiard-room, an idea in which there is

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something particularly incongruous and offensive to anyone with antiquarian tastes.

The recent prize distribution at the Royal Indian Engineering College at Coopers Hill was a very interesting function, particularly so in view of the controversy which arose some time since as to the changes in the educational staff at that institution. There is no doubt that Coopers Hill is of very serious advantage to India, as a source of fresh blood and brains for the great Public Works Department, which may certainly be classed as the greatest and most many-sided department of the kind in the world. It is pleasant to learn that such a high authority as Sir Colin Moncrieff, on his recent return from India, remarked that what had struck him most in connection with the subjects with which he had been concerned was the *esprit de corps* and the high standard of duty among the Coopers Hill men he had come in contact with. Everyone who knows India knows well that many a triumph in the way of bridge-building, railway construction, and road-making has been achieved by men who had no college training, but this does not detract from the value of an institution which not only turns out practical engineers, but promotes further attributes not always to be found in those who have become engineers, and often very first-class engineers too, by rougher and readier processes.

It is interesting to learn that the gift of some direct commissions in the Army to students at the College has proved an unmixed benefit, and it is to be hoped that the authorities may see their way to offering some direct commissions in the Indian Staff to the College, as suggested by Colonel Ottley, the president. It will not infrequently happen that a young fellow who once thought he would like to be an engineer may find, after a couple of years at Coopers Hill, that he would prefer the Army, and, if his parents concur, there is every reason why he should be given facilities for making the change. The class of youngster who is turned out from Coopers Hill is a class which the Army, and the Indian Army, perhaps, in particular, should be very glad to get. There is, too, about the College, as Lord George Hamilton remarked, an Anglo-Indian tradition and spirit, which remind one of Addiscombe, and which would be quite as beneficial to students entering the Indian Army as to those who preferred to stick to their chances in the P.W.D.

A NOTABLE NATIVE OFFICER.

WE have always much pleasure in publishing the portraits of those men who by their influence and position tend to weld the Empire together by their life and example. It is therefore pleasant to present to our readers the portrait of an officer of the Madras Cavalry who is not only a careful soldier, but an observer of passing events. Subadar-Major Mahammad Beg, before he attained field rank, gave us an interesting account of his visit to England for the Jubilee ceremonies. There is much of genuine interest in the subadar's account of his first visit to a country which he knew by reputation only. There is much reality in the impression which our Western civilisation creates in the Eastern mind.

In the old days, we Westerns who approached the East were by the Easterns regarded as savages. There were many reasons for this. Our customs were not theirs, and if truth be told, we were sadly behind them in matters of personal and domestic cleanliness. In the East, where cleanliness means life, the high-born ones noticed in us a disregard of their well-settled rules of life, and they held us in contempt. This was due to the fact that men, after many weary months at sea, wished for such relaxation as the shore upon which they had landed afforded. Mistakes were frequent, and some of the mistakes were fatal to those who made them. So a bitterness grew which only a mutual understanding could efface. This mutual understanding has come, and one of its best exponents is the subject of our portrait.

Lieutenant-Colonel Lawford, who commanded the 1st Madras Lancers at the time when Subadar Mahammad Beg Bahadur wrote his first memoir, that to which we have referred, has given a graceful preface to the work. It is entitled "My Jubilee Visit to London," and is published by Messrs. Thacker and Co., Bombay. It may not be interesting to those who have not studied the history of India. To those who have, a record, and a friendly record, of a descendant of Tippoo Sultan must be interesting. Most Londoners who visit museums will have seen the celebrated toy where a tiger is shown as slowly devouring an Englishman. This was made in the old days for the delectation of Tippoo Sultan, who is to us more familiarly known as Tippoo Sahib. Those who collect engravings will undoubtedly have representations of Tippoo's Tigers charging our Grenadiers at Seringapatam. We of the present day see in this good soldier the result of our efforts in India. Mahammad Beg Bahadur, a descendant of a Royal house, voluntarily entered the service of Queen Victoria as a private soldier, and has by his own merit risen to his present rank. In the Madras Cavalry the titles of the native officers are similar to those in the infantry. Mahammad Beg became a jemadar, that is to say a subaltern, on December 11, 1892; a subadar, the captain of a half squadron, on January 1, 1897; and a subadar-major, a similar rank to that of rissaldar-major in the Bengal and Bombay Cavalry, the senior native officer, on April 12, 1899; and he is decorated with the Order of British India of the second class.

Photo. Copyright. *W. J. White.*

A MADRAS CAVALRY MAN.

A soldier and an author.

Here we have, moreover, an intelligent man of good birth holding field rank among the high-born native officers of Madras. Whatever mistakes he may make in his appreciation of ourselves, it is quite safe to say that they are not as ignorant as our appreciation of his countrymen. The reason is not far to seek. We receive all our fellow-subjects with open arms. It is enough for a stranger to say "I am from India" to ensure him a welcome in Britain. The stranger who in India says "I am from England" is not always received in this whole-souled manner. This is antagonistic to the well-proved rule of Indian hospitality. But the man who is rejected by the community in India is generally a ne'er-do-well whose rejection would be a general advantage.

We feel quite sure that the officer whose portrait we reproduce has a sufficient knowledge of the different grades of society to interpret our remarks in the broad spirit in which they are made. It is a pleasure to publish a portrait of a fellow-subject belonging to a class of which so little is known in this country. It may be that a study of the Royal Family of Mysore among the records of the India Office would give a few some insight into the interesting records of this distinguished house.

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LAST APPEARANCES AS CADETS.

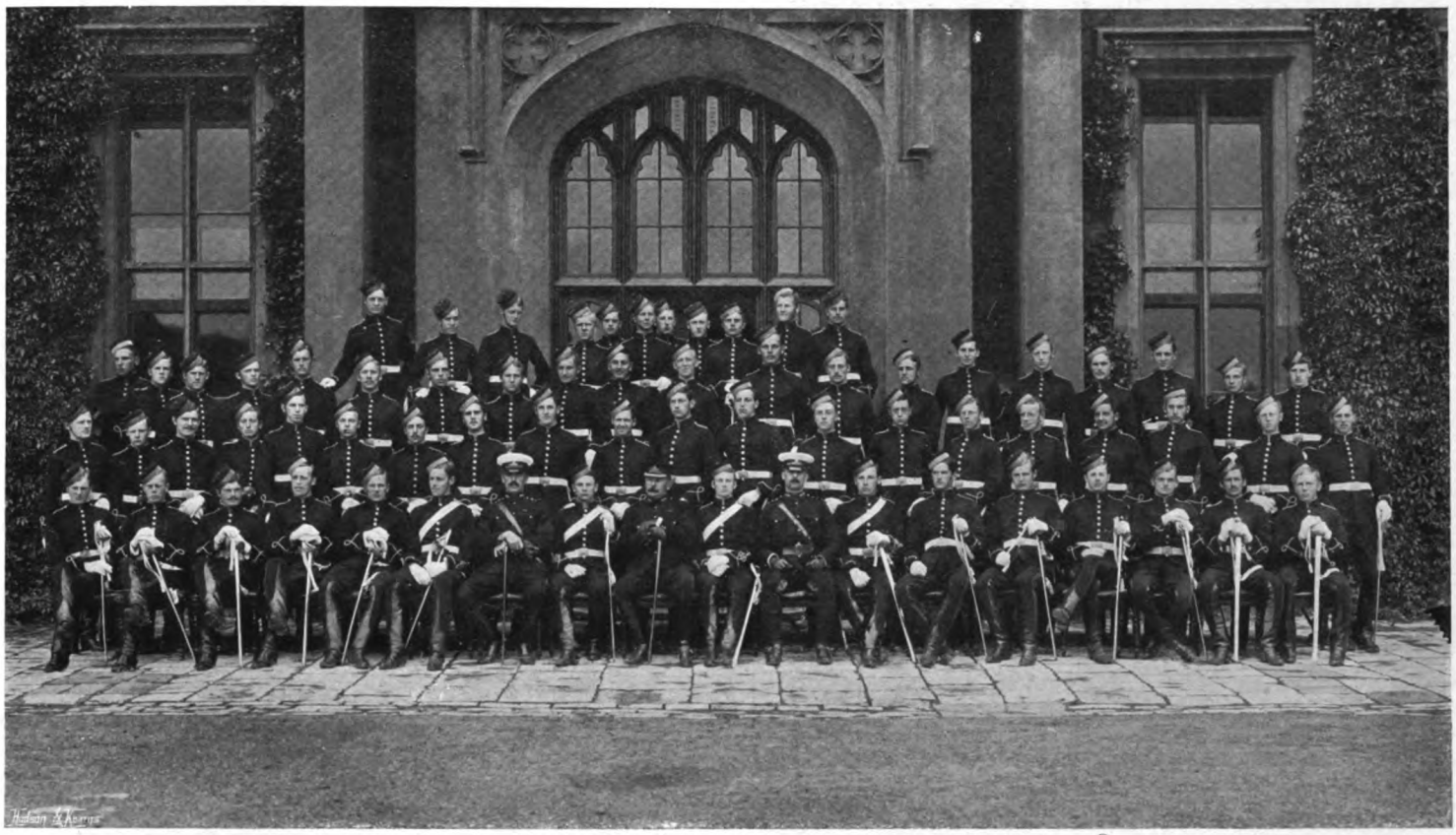

Photo. Copyright. *Higgins.*

FUTURE SAPPER AND GUNNER OFFICERS.

The senior batch of cadets just passed out of Woolwich.

Amid the rather frequent and free criticism of our methods of military education which is now prevalent, the Royal Military Academy, Woolwich, affectionately known as the "Shop," has contrived to retain a very sound reputation. At any rate, Lord Roberts, at the inspection held the other day, had little but praise for the general conduct of an institution in which he, as the greatest of living Gunners, is peculiarly interested.

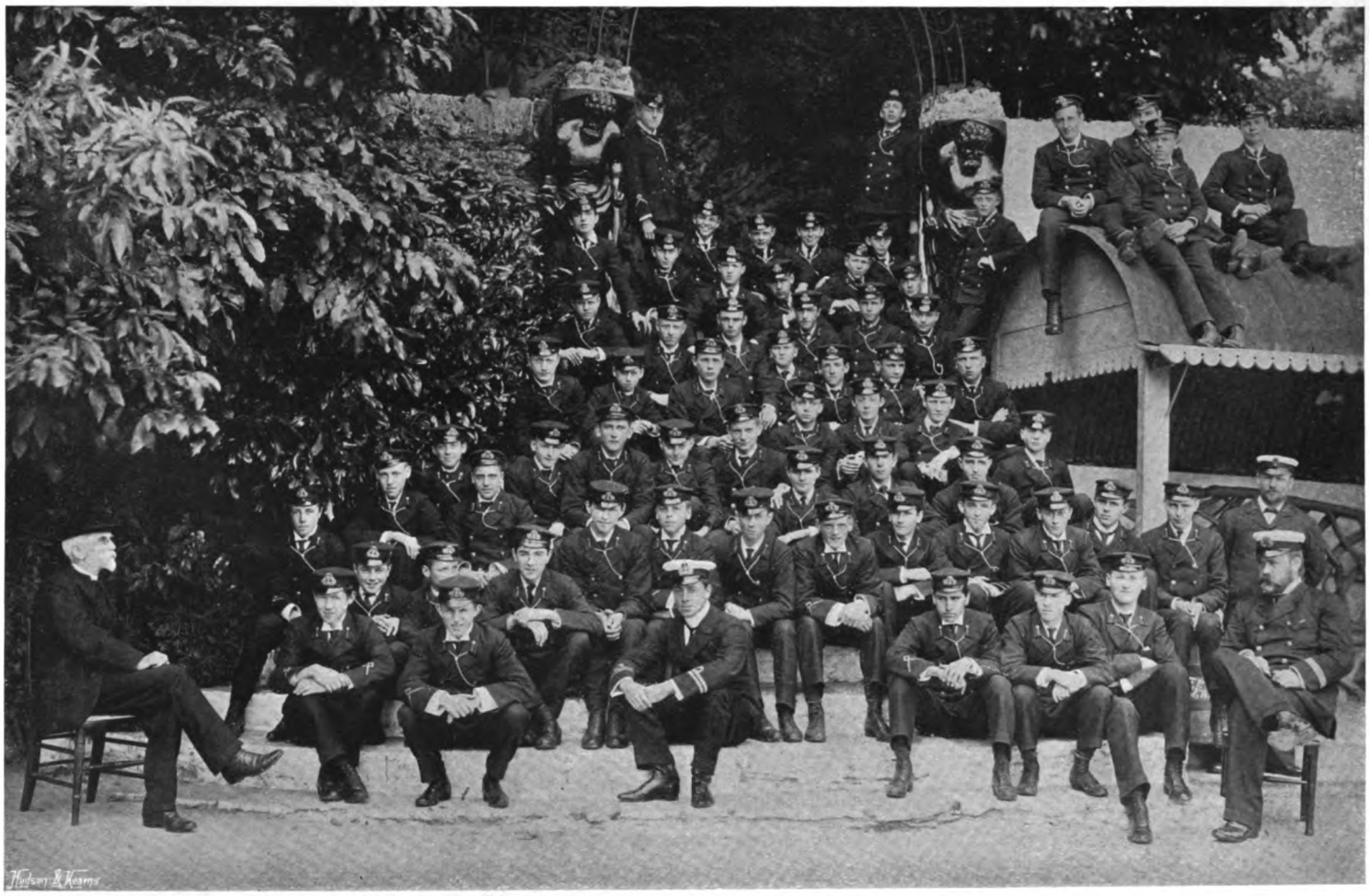

Photo. Copyright. *Crockett.*

SOON TO BECOME MIDSHIPMEN.

Cadets who have just passed out of the "Britannia."

Prize Day on board the "Britannia" is always an interesting function, and to none, we may be sure, more so than to the youngsters who are at the close of their "passing out" term. These at the Prize Day just held were addressed by Vice-Admiral Sir Frederick Bedford, G.C.B., whose excellent advice should prove a most useful, as well as fitting, introduction to their future careers as officers of the British Navy.

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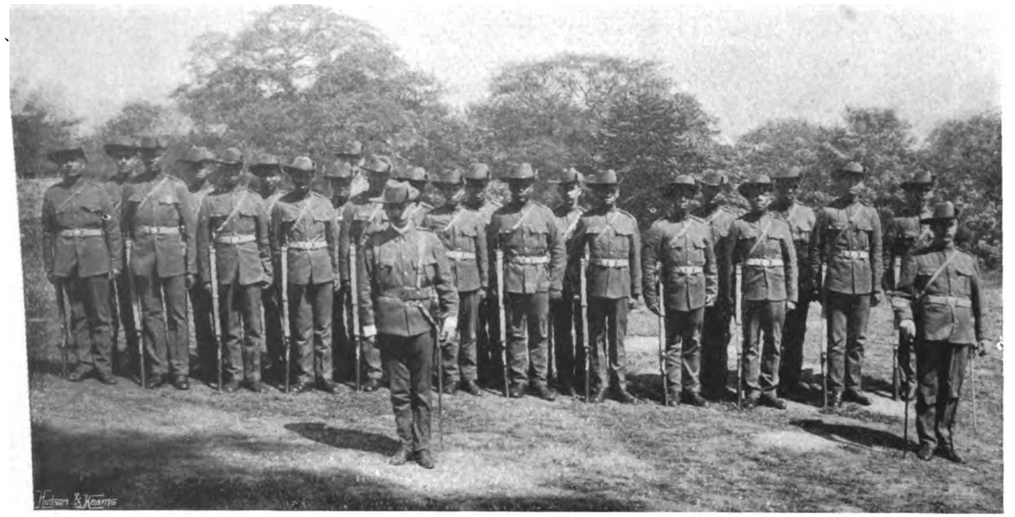
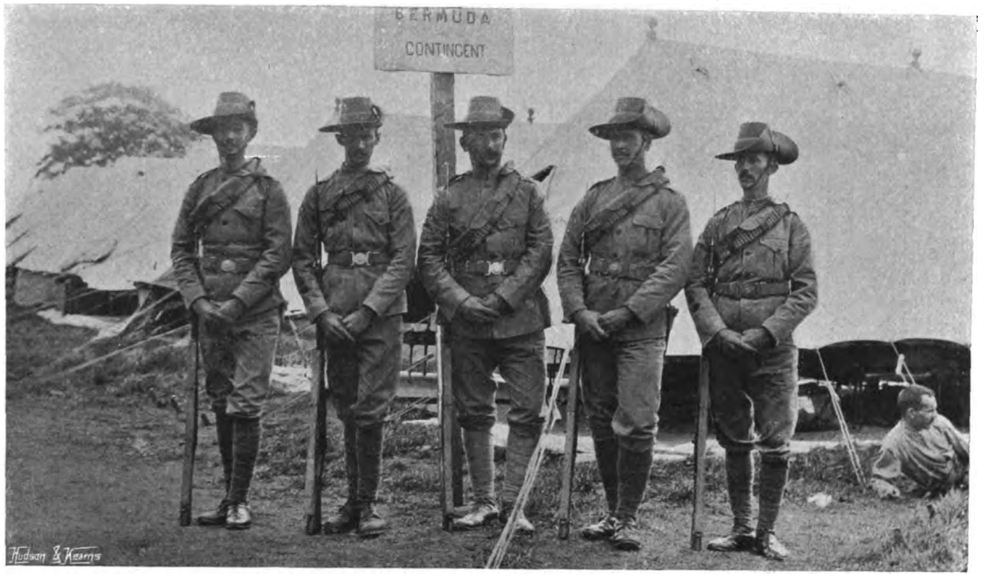
FROM O'ER THE ATLANTIC.



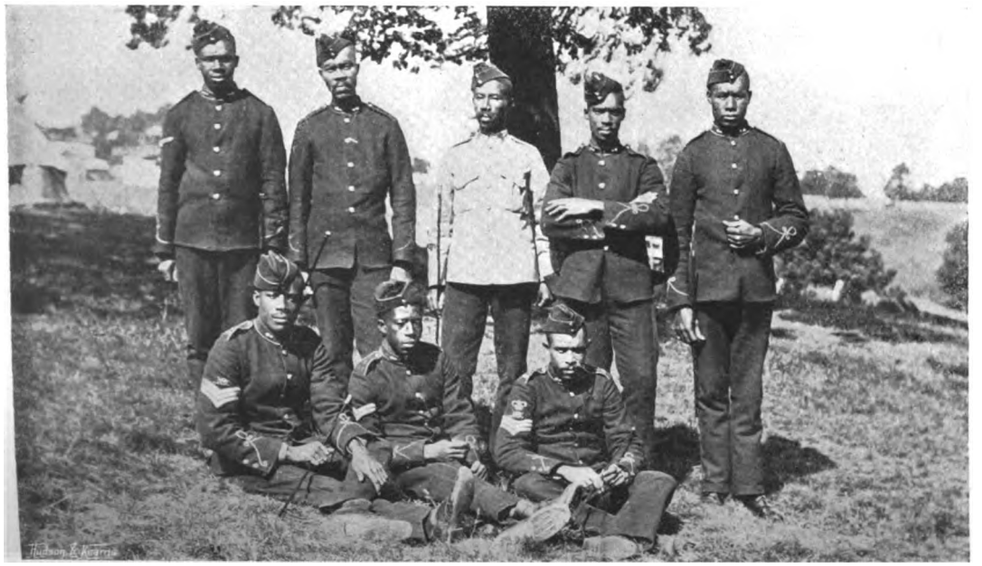
UPHOLDERS OF ENGLAND'S MIGHT.

Representatives of the Kingston (Jamaica) Infantry Militia, under Captain C. M. Ogilvie.



VOLUNTEERS FROM THE FAR WEST.

Men of the Bermuda Volunteer Rifle Corps, who are proud to serve their King



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FROM THE LAND OF WOOD AND WATER.

Representatives of the Kingston Artillery Militia from the Jamaican Forts.

Helsby.

A GROUP OF WEST INDIAN SOLDIERS.

Native infantry from Sierra Leone, under Lieutenant Saxon.

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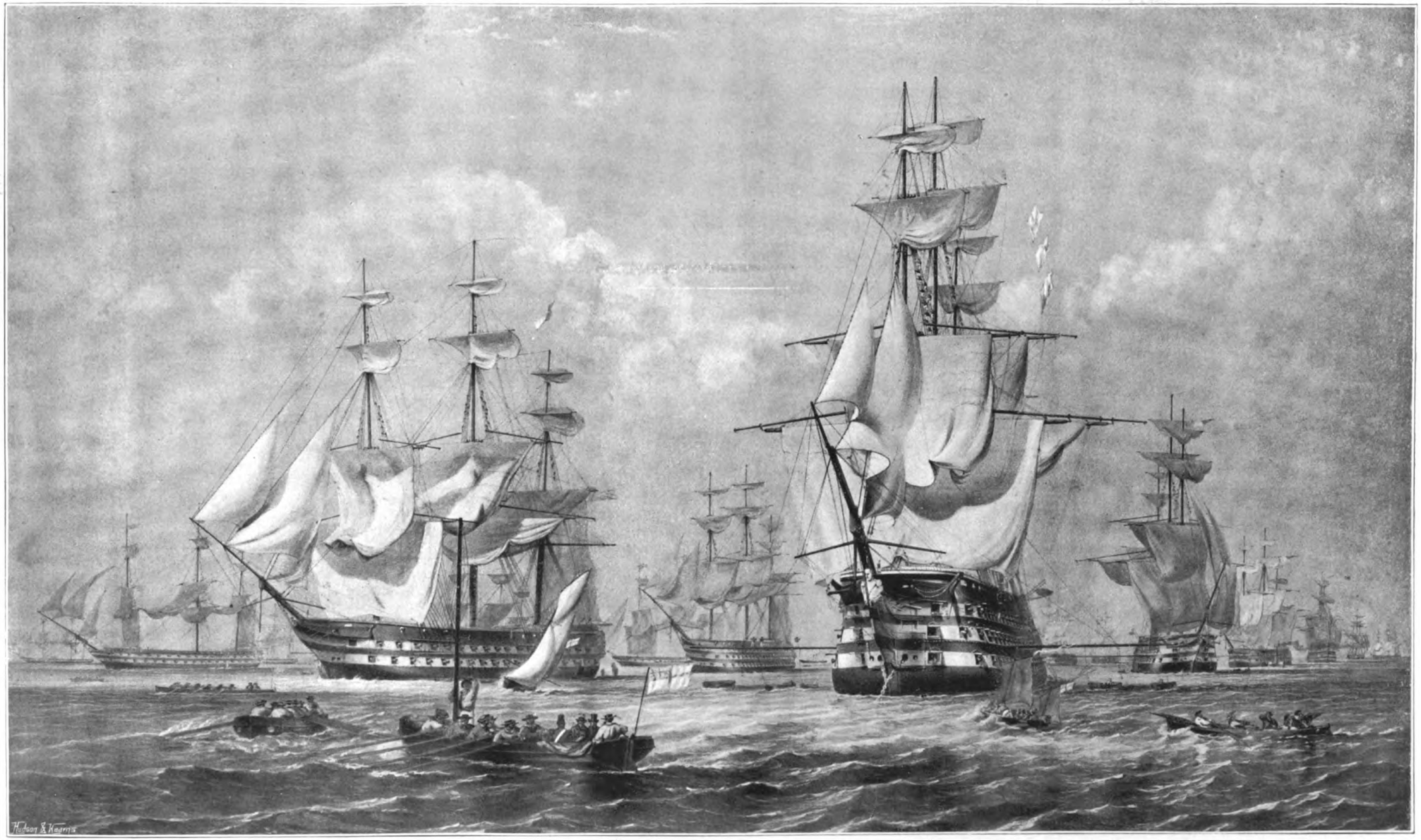

THE FLEET AT ANCHOR—GOING ALOFT TO FURL SAILS.

The vessels shown in the above picture are the "Sidon" of 22 guns, "Prince Regent" of 90 guns, "St. Jean d' Acre" of 101 guns, "Impérieuse" of 60 guns, "Queen" of 116 guns, "Duke of Wellington" of 131 guns, "Edinburgh" of 58 guns, "Blenheim" of 60 guns, "Agamemnon" of 91 guns, "London" of 92 guns, "Ajax" of 58 guns, "Amphion" of 34 guns, and "Encounter" of 14 guns.

Photographed from T. G. Dutton's lithograph after the late Sir Oswald Brierly in the possession of Mr. T. H. Parker, 15, Spur Street, W.C.

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WAR MEMORIES AND PEACE PARADES.

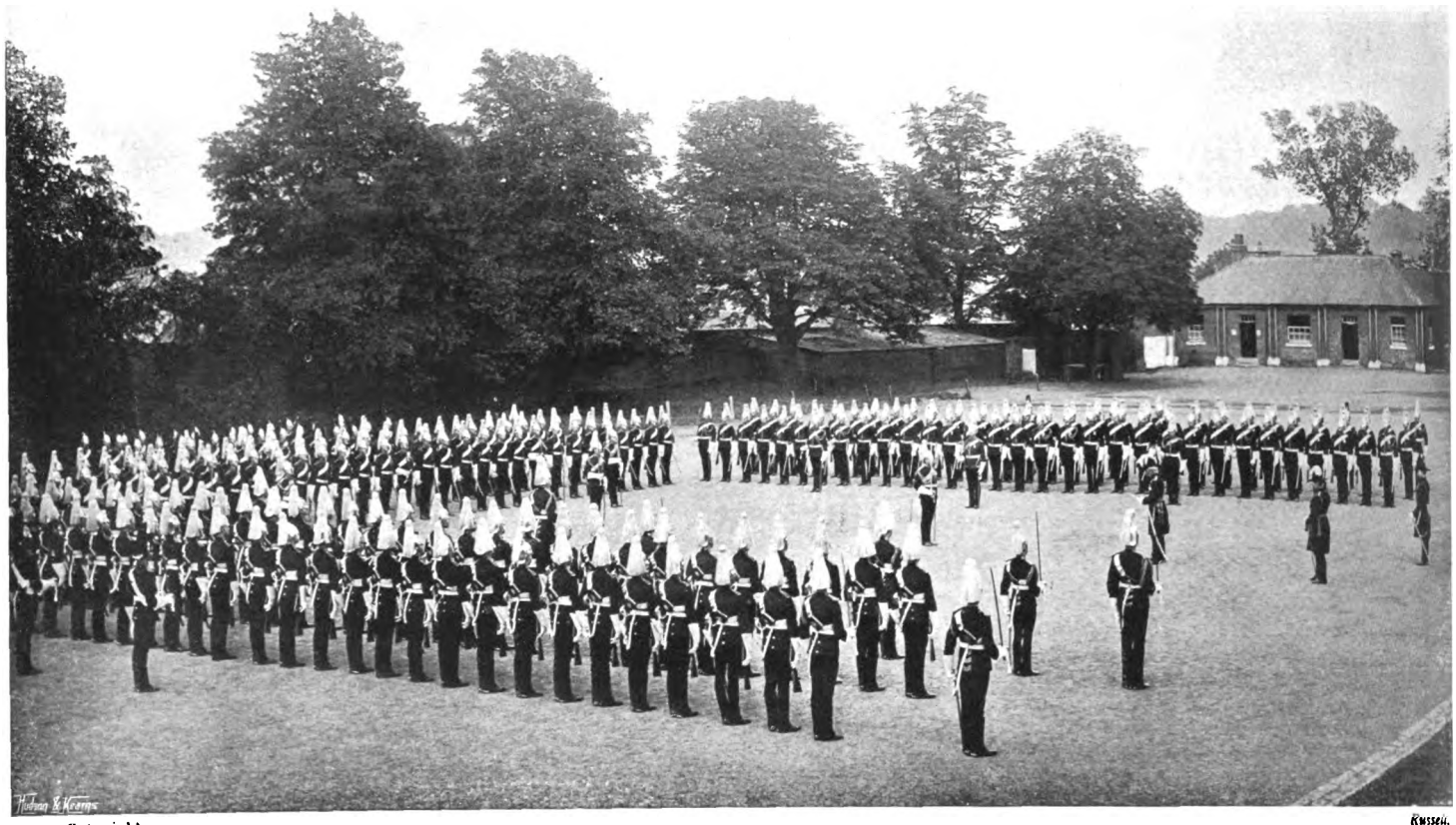

Photo. Copyright. Russell.

THE SECOND REGIMENT OF LIFE GUARDS.

Inspection by Major-General Sir Henry Trotter, Commanding the Home District.

The "Second Life" have always enjoyed a very high reputation for efficiency and smartness, and, while scarcely undistinguishable by the lay outsider from the First, have several special features in which, as is only right and proper, they take some pride. The regiment, it is needless to say, contributed its quota to the Composite Household Cavalry Regiment in South Africa, and, like it, bears "Dettingen," "Peninsula," "Waterloo," "Egypt, 1882," and "Tel-el-Kebir" on its colours.

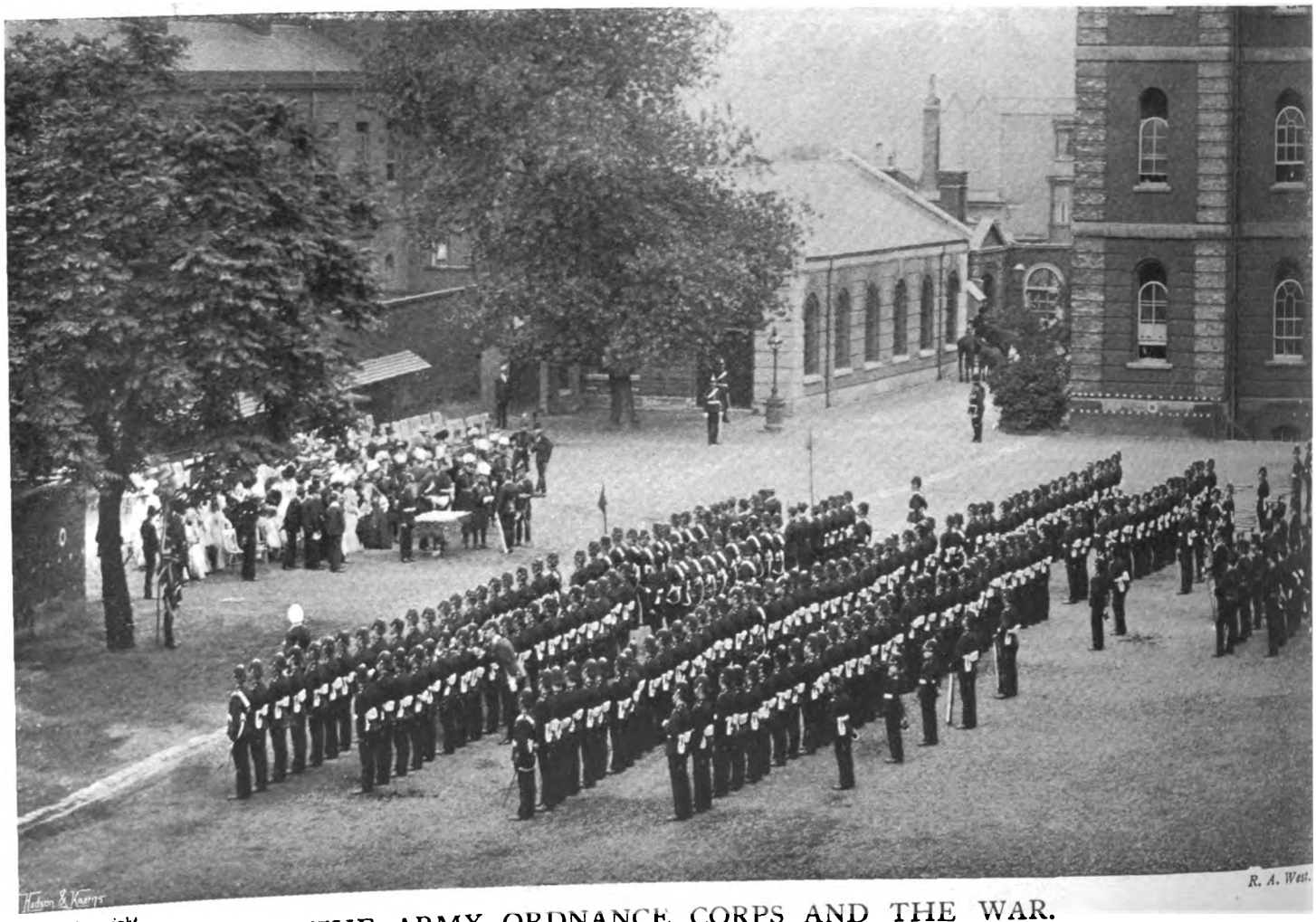

Photo. Copyright. R. A. West.

THE ARMY ORDNANCE CORPS AND THE WAR.

Lord Roberts presenting medals at the Red Barracks, Woolwich.

There is no harder-worked corps in war-time than the Army Ordnance, and there is no sort of doubt that the seventy-five officers, warrant officers, and men who the other day received the South African medal at the hands of Lord Roberts richly deserved the decoration. Our picture shows the Commander-in-Chief handing the medal to Captain Bainbridge. There were 260 of all ranks of the corps on parade.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. XIV.—No. 290.] SATURDAY, AUGUST 23rd, 1902

Photo Copyright. *Haines.*

THE HEAD OF THE NAVY.

KING EDWARD VII. IN UNIFORM AS ADMIRAL OF THE FLEET.

The above striking reproduction of a peculiarly fine portrait of His Majesty in Naval uniform is happily appropriate to the occasion of the recent great Naval Review. Of the Review itself it is sufficient to say here that quite one of the most marked features of that historic scene was the evidence of close personal relationship between the Sovereign and his Fleet, coupled, it need hardly be added, with a general and whole-hearted satisfaction, on the part of all the vast assemblage present, at their beloved King's restoration to health.

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NAVY & ARMY ILLUSTRATED.
A PICTORIAL RECORD OF THE WORLD'S NEWS.
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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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The Navy and the Empire.

THE brilliant and inspiring spectacle of the Naval Review at Spithead last Saturday brought the official Coronation festivities to an end. Once again our ships of war have stretched in long lines between Portsmouth and the Isle of Wight to keep the world in mind of the fact that Britain still rules the seas. Once more we have been able to judge for ourselves the condition of the Service which can furnish forth such an array as that of August 16 without weakening any of the fleets that are guarding the honour of the British name in every quarter of the globe. The only thing to regret in connection with this splendid demonstration of Naval strength was the absence of some of the Colonial statesmen, who, after prolonging their visit to England far beyond its originally appointed limits, had been compelled to leave our shores immediately after the delayed ceremony of Coronation had taken place. The Navy may well be called the visible chain which binds the Empire together. It is at once the symbol of Imperial Unity, and the only certain guarantee of Imperial Defence. So long as our fleets are strong enough to keep the ocean highways open and secure, so long as they are ready to undertake at the shortest notice the protection of British interests in any part of the world, no colony or dependency of Great Britain need be under any apprehension of foreign attack. If ever the Navy were allowed to sink below its necessary strength, or to come short in any way of the state of absolute efficiency in which we expect to find it, the days of the British Empire would be numbered. The British nations over seas would be forced to take their own measures of defence without reference to the Mother Country, and the Imperial tie would be broken, never again to be repaired.

It seems, however, that we have still to convince certain people in certain States of the Empire of the application to our Naval power of the old proverb, "United we stand, divided we fall." There is, especially in Australia, a feeling in favour of local fleets. During this last week even, an Australian writer has been urging in one of the daily papers that the Commonwealth should establish an independent Navy of its own, and stop the contributions which it makes at present to the Navy of the Empire. Why hire a squadron from Great Britain, he said, when it is cheaper to own one?

"Why submit to taxation without control? The Australian squadron is not controlled by Australia. The officers and crews, whose wages Australia pays, take their orders not from Australia, but from the British Admiralty. At any moment, for any reason that the admiral in command deems sufficient, the squadron may sail off and leave Australia unprotected. The contingency may be held impossible, but Australians argue that there should be no room for such a contingency. Our money pays for the squadron, they say, and we wish to control the squadron we pay for. Is the wish unreasonable?"

To us, and to anyone who really understands the question, this wish must seem not only unreasonable, but positively foolish. At present Australasia contributes £126,000 to the cost of the Royal Navy. Does anyone imagine that for this sum she could support even the five cruisers and two gun-boats which the Admiralty provides for special service in Australasian waters? And, further, can anyone suppose that, if Australasia had not the whole strength of the Imperial Navy to rely upon in time of need, she could be content with five cruisers and two gun-boats as Naval protection for the whole of her commerce and enormous coast-line? Not to put too fine a point upon it, Mr. A. G. Stephens, who discussed the matter in the *Morning Leader*, writes like a man who has not mastered even the rudiments of the problem he settles so airily to his own satisfaction. If we thought that he represented the settled opinion of Australasians in the mass, we should say that the sooner Australasia ceases to be a portion of the British Empire the better. For, mark, it is not Australia which loses by the present Naval arrangement. It is Great Britain. We leave a number of our ships tied up in Australasian waters, far from any possible centre of Naval conflict, whence they cannot be removed even upon emergency without the consent of local authorities, and we do not even recoup ourselves for the expenses of their maintenance. On a basis of population Australia ought to contribute more than twice as much as she does at present to the expenses of the Navy. Her £126,000 does not nearly cover even the annual up-keep of the squadron, and no interest is paid upon the capital value of the ships and of their armament. It is we, and not the other party to the bargain, who are out of pocket by it.

We put this matter plainly, not by way of complaint, but simply in order to show how wrong-headed such arguments as those of Mr. Stephens are. Fortunately there is no reason to suppose that his views are shared by any large body of our fellow-subjects in the New World. The results of the conference of Colonial Premiers, so far as they have been made known, show that Australia and New Zealand agreed, along with the other great Colonies, to increase their payments on Naval account. We believe that all better-informed Colonial opinion is agreed upon the absolute necessity of maintaining a strong Imperial Navy in preference to local forces, limited in their sphere of action, and unable to combine at need for the purpose of repelling an attack upon some particular point. This is one of the questions which would be authoritatively settled, instead of being left a matter of opinion, if we had any responsible and properly constituted body entrusted with the task of drawing up schemes for the defence of the Empire as a whole. The Cabinet Council of Defence ought, of course, to supply the want of such a body, but it never has done so, and never seems likely to realise the hopes which were once founded upon it. The Intelligence Departments of the Navy and of the Army might also be supposed to undertake to keep before the Government and the country a concerted plan of Imperial Defence; but this is just where they fail. A good many people are still in favour, therefore, of the plan which Lord Randolph Churchill suggested many years ago. This was that there should be a Secretary of State for the Navy and the Army combined, and that under him, and solely responsible to him, should be a Lord High Admiral and a Military Commander-in-Chief. Under them again would be a Chief of the Staff for each Service, whose duty it would be to take into consideration every possible hostile combination that could be formed against us, and every possible means of meeting attack. We do not pretend to say that this is the best imaginable scheme, but it is one which could easily be put into force, and which would give us, at any rate, a better chance of securing what we want than the system which obtains at present. A more advantageous plan still would be to have a Defence Committee consisting of the First Lord of the Admiralty, the Secretary of State for War, the Secretary for the Colonies, and the Secretary for India, with the Prime Minister to preside over their deliberations. Some change of one kind or another must be made before long. There is no doubt, as Major Seely pointed out the other day in the House of Commons, that in regard to the larger problems of warfare and warlike preparation we are falling behind other nations. Mr. Balfour would make his Premiership memorable if he ceased to appear in the light of a Gallio caring for none of these things, and undertook to put this pressing matter of Imperial Defence upon a thoroughly sound, intelligible, and permanent basis.

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THE CORONATION NAVAL REVIEW.

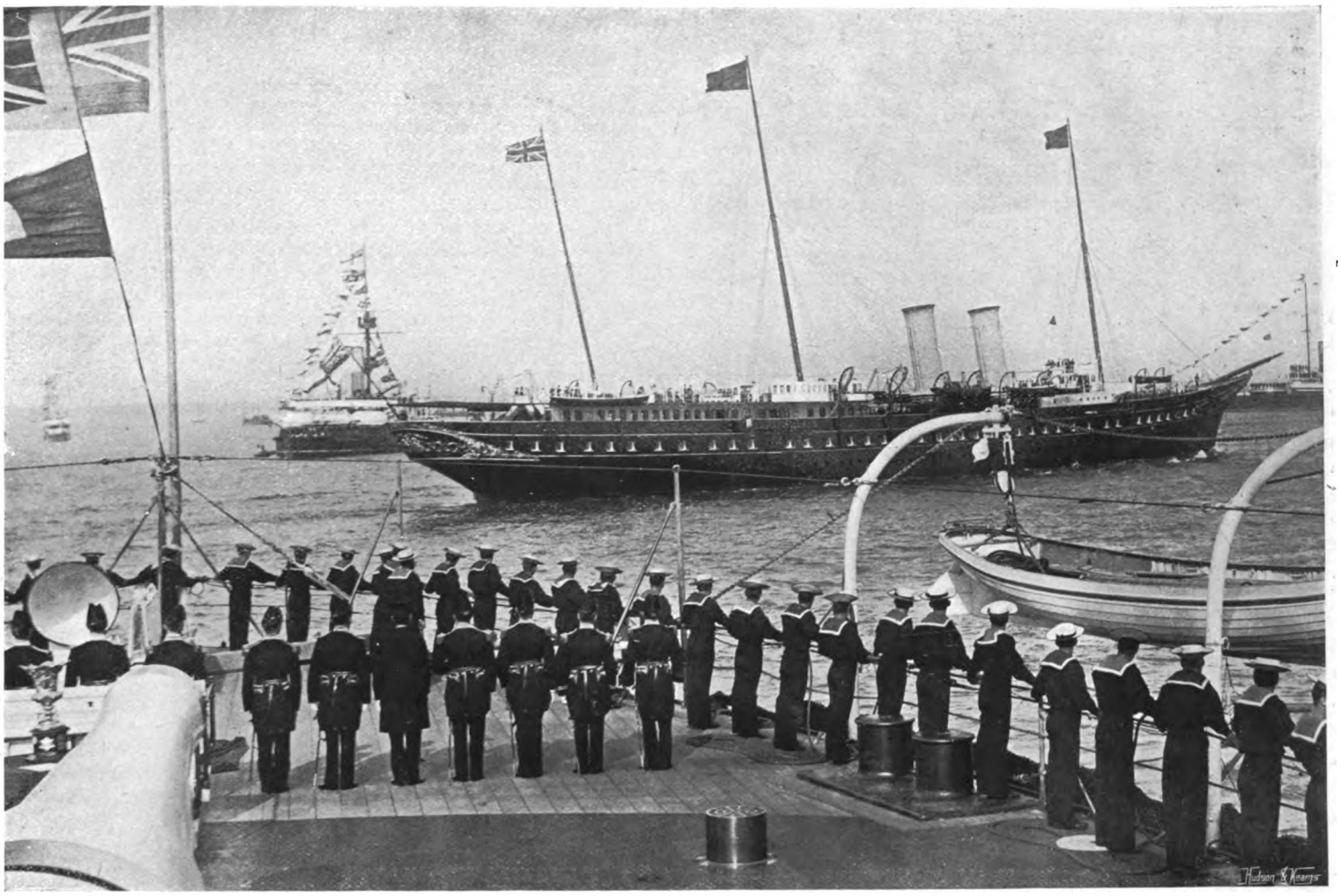

Photo. Copyright. *Russell.*

THE "VICTORIA AND ALBERT" PASSING THE FLAG-SHIP.

Every vessel had her sides manned with Bluejackets, and the officers stood on the quarter-deck with guard and band.

Photo. Copyright. *Cribb.*

THREE LUSTY CHEERS FOR THE KING.

After the procession through the lines the yacht was brought to anchor just opposite the "Royal Sovereign."

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THE CORONATION NAVAL REVIEW.

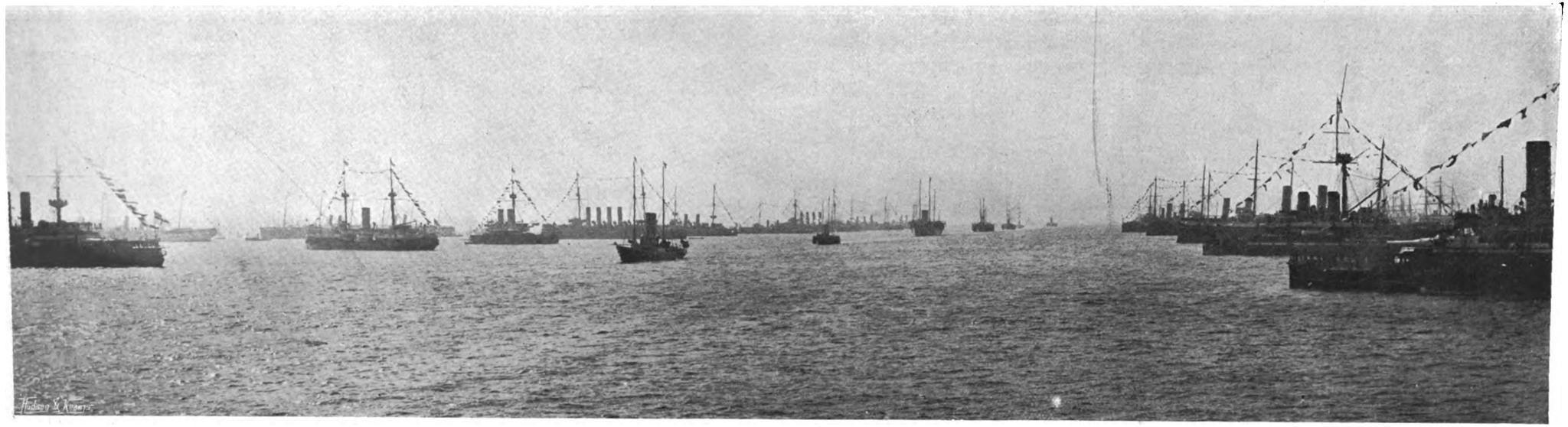

Photo. Copyright. Russell.

THE KING APPROACHES THE FLAG-SHIP: AN END-ON VIEW OF THE YACHTS.

The Royal Procession, consisting of the "Irene," "Alberta," "Victoria and Albert," "Osborne," "Enchantress," and "Fire Queen," passing through the lines.

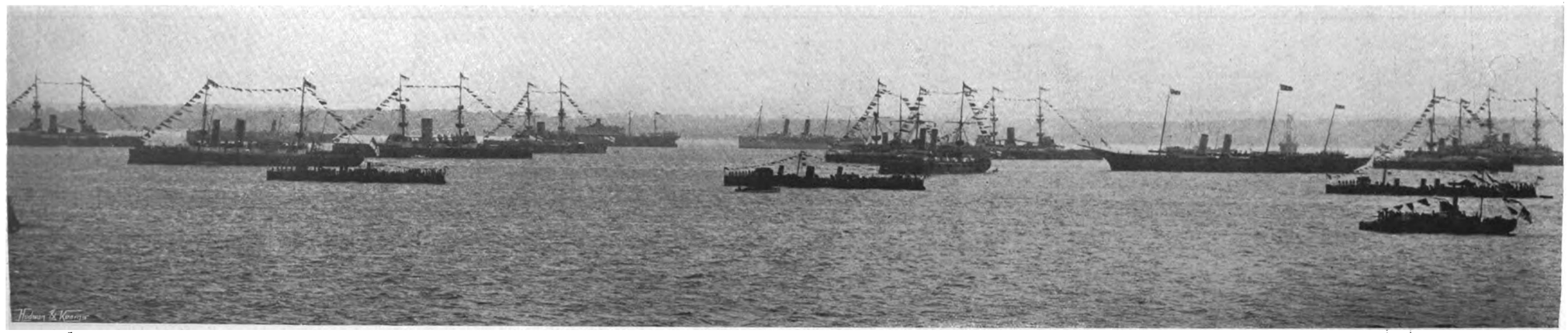

Photo. Copyright. Symonds.

THE KING PASSING THROUGH THE LINES: A SIDE VIEW OF THE PROCESSION.

As the "Victoria and Albert" proceeded to take up her moorings a colossal cheer echoed and re-echoed from end to end of the historic anchorage.

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THE DEADLY MAXIMS.

ON GUARD.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

LEAVING apart the King and his fair Consort, I think that the most interesting group in the whole of the great military pageant which London witnessed on August 9 was to be found about halfway down the procession. The crowd realised this in part, but their cheering was of a one-man type; it is doubtful if the real sentiment of the affair appealed to them. The group to which I make reference was that composed of Admiral Sir E. Seymour, Major-General Sir A. Gaselee, and Lord Kitchener. The crowd singled out Lord Kitchener and roared themselves hoarse in his applause. This was only natural. The nearest hero is ever the best with the crowd of any great city, and Kitchener is very near. It is probable that not 10 per cent. of the people who watched the procession pass and repass recognised the gallant seaman and soldier dressing in line with Lord Kitchener, or, if they troubled to read their names, realised the services which both had recently rendered to Crown and country. Historians say that in the Coronation procession of our late Queen, no group moved the crowd to popular expression of enthusiasm so much as the old Duke riding side by side with his quondam enemy, Marshal Soult. We have hardly an enemy whom we could with dignity have put into the King's procession; but the group which has moved me to write these lines is so full of a sentimental interest of its own, that it may readily take the place of the now historic Soult and Wellington in the Queen's procession. The Admiral and two distinguished Generals represented a very considerable page of the recent history of the Empire. The gallant Seymour who, with ready realisation of facts, organised a relief force for the Peking Legations; without success, it is true, but it is not always the most palpably successful operations in war which render the nation the best services. Sir E. Seymour was unsuccessful in his attempt to relieve the beleaguered Legations, but he so paved the way for the advance of the relief troops that the gallant officer who we saw riding on his left in the Coronation procession was readily able to lead his troops into the Chinese capital. And of General Gaselee himself, it is doubtful if we have a more modest and distinguished officer in the whole of our Army. Now that General Sir William Lockhart is dead, I believe that I am correct in stating that Sir Alfred Gaselee has seen more actual service than any other soldier on the active list. Eleven or twelve campaigns stand to the credit of this unassuming man, who five years ago was commanding a battalion of Gurkhas, and who recently commanded the British army in China.

The blot upon the whole of the military arrangements for the Coronation was, in the opinion of most soldiers, the treatment which was accorded to the Militia. In consideration of the services which the Militia have rendered during the last three years, either actually in the field or by relieving battalions ordered to the front, it was poor recognition to give them representation only from four units which happened to be up for training at the moment. Of course there is something to be said on the other side—the upsetting of plans by the King's lamentable illness, the expense of bringing together units from disembodied groups, etc. But in consideration of the services of the Militia, I think that the country could have stood that expense. It is so hard to get away from the feeling that is prevalent amongst the authorities that "anything will do for the Militia." Yet the sound thinking man must know that the Militia is the only really true reserve that the Army has; that it is more than the recruiting ground of the Regular Army, which so many believe to be its only function.

The sudden death of Lukas Meyer from failure of the heart removes, rather dramatically, one of the Boer names which have been familiar to us during the past three years. General Lukas Meyer, though he is generously accorded the military rank, was not, however, a great soldier. In fact, he did as little soldiering as was possible, since the complaint from which he eventually died was one of long standing, and the excitement consequent upon military operations absolutely prostrated him. But Lukas Meyer as a politician was a man of considerable ability. At the outbreak of hostilities he was chairman of the First Volksraad, sharing with Louis Botha the representation of the Eastern Transvaal. He was far less conservative than the average Boer politician. In fact, if it had not been for the monetary influence with which Kruger was wont to solidify his position, it is probable that Lukas Meyer, with many others who have become prominent during the war, would have broken away. There was a revolutionary vein in the late Meyer's heart, and in the year 1882 he founded the New Republic in Zululand, which Republic, with himself as President, was again merged in the Transvaal in 1884. At the outbreak of the war Lukas Meyer took the field in command of the Utrecht, Vryheid, and Piet Retief Commandoes, and commanded at the first big battle of the war, when he attacked General Symons at Talana with disastrous effect. Though this battle proved him to be practically useless as a general, yet he still remained in command of his commandoes until the battle of Mournful Monday. There he was so prostrated early in the day that he had to hand over his command to Louis Botha. It was months before he recovered from this attack of nervous prostration, and it is doubtful if he was ever again prominently in the field; but he aided and abetted Schalk Burger as one of his provisional Government, was *en évidence* at the Peace deliberations, and visited England for the first time in his life quite recently. Here he exhibited a friendly and conciliatory spirit, and as he was a man who carried considerable weight in the Council Chamber, it must remain somewhat a matter of regret that he should have been lost to the cause of peace when his services would have been of much greater value to his people than they ever were in time of war.

We are very near the backward swing of the pendulum with regard to the enthusiasm born of this South African War. One would feel inclined to say that the climax—military federation of Mother Country with her Colonies—was reached on Saturday last, and that, for a certain period at least, we shall now be working upon a down gradient. Evidence of the return to the old order of things, and the exclusiveness of the officer ranks of the Army, is to be found in the recent

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official memorandum published by the Government of India, under the signature of Major-General Smith-Dorrien, D.S.O., Adjutant-General in India. This order is a direct and damaging aspersion upon the intellectual standard of those officers who have been awarded direct commissions in the Army as a reward for good service in the field. I fail to see the common-sense shown by the authority who inspired that order; the Adjutant-General, of course, is only the official mouthpiece of a higher authority. It may be absolutely true to the letter, but when so many of the direct commissions were awarded for soldierly qualities in the field, it seems to me that such education as the authorities think necessary might have been insisted upon without giving publicity to the ill-advised memorandum now before me. There has been considerable feeling against these direct commissions, especially in the cases of men appointed to battalions and batteries which have not seen service in South Africa, and the outcome of this feeling has resulted, and will result still further, in elimination from the Service of many men who have had the best training that a soldier or officer can have—two years of active service. Not only this, but the impression will still further take root that there is no place in the officer ranks of the British Army for Colonial-bred children of the Empire—a feeling which may absolutely upset all the good we have a right to expect as the result of this long and expensive war, and may render impracticable the schemes which were propounded in these columns only last week.

The Army Order which has recently been issued allowing relatives to receive Victoria Crosses which would have been conferred upon soldiers if they had lived to receive them is, in my opinion, an order which should have been in force from the very beginning. The services for which it is possible to receive the Cross are so peculiar that, as often as not, the life is sacrificed, not in an attempt to win the Cross, but in doing a special service either to the country or a comrade. The near relatives of brave men deserve some recognition, and it would in nowise cheapen the decoration if it was allowed to rest in the possession of a bereaved wife or mother. As far as the present order goes, it has been made retrospective concerning the recent war, and the parents of that most gallant young officer, Lieutenant Digby Jones, will be placed in possession of the decoration which their son won three times over on that fateful morning of January, 1900, in Ladysmith. But I would go yet further, and make the order retrospective up to the date of its institution, which was 1856. There would not be more than a dozen recipients amongst the relatives of men who would have been granted the decoration if they had been spared, and it would be a graceful act if the relatives of Salkeld and Home, who blew in the Cashmere Gate at Delhi in 1857, and Melvill and Coghill, who forfeited their lives to save the colours of the 24th after Isandhlwana, should have accorded to their keeping this token of the country's appreciation of their relations' heroism.

FRIENDS IN NEED.

THE terrible disasters and consequent loss of life and suffering caused by the volcanic eruptions at St. Pierre, Martinique, and St. Vincent, will be fresh in the memories of the majority of our readers, and although full accounts of the disasters have been published, very little, if any reference has been made to those who went to rescue or relieve the sufferings of the inhabitants who had been burned or injured by the falling *débris*. The accompanying picture represents the contingent of the Royal Army Medical Corps, under Major J. Will, M.B., who in response to an appeal from the Governor of the Windward Islands sailed from Barbados to St. Vincent to render assistance to the unfortunate victims of the disastrous eruptions in May last. This branch of His Majesty's Army, ever engaged in relieving the sufferings of humanity, has nowhere rendered more signal or valuable service than at St. Vincent, at which place they were engaged at the military hospital for several weeks, nursing the unfortunate men, women, and children who had been overtaken by the dire calamity of these eruptions. Whether at sea in a small steamer off the coast, waiting patiently for the waves to subside to enable them to embark the injured and remove them to Kingston, or tending them in the hospital wards, the care and attention which these men and their able and energetic officers displayed won the admiration of the inhabitants of St. Vincent. No better testimony could be forthcoming of the appreciation in which their valuable services were held than the spontaneous address, signed by all sections of the community, which was presented to Major Will on the eve of his return to Barbados. It is to be hoped that those in whose power it lies to reward them will not allow these men, who undoubtedly have been the means of saving many valuable lives, to go without some recognition, however small, to which their services justly entitle them.

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VALUABLE IN PEACE OR WAR.

Detachment of the Royal Army Medical Corps who were engaged in succouring the victims at St. Vincent. Reading from left to right the names are: Private Leishman, Private Harvey, Private Fenner, Private Hawkins, Private Burke, Corpl. Grove, Major J. Will, M.B., and Private Halford.

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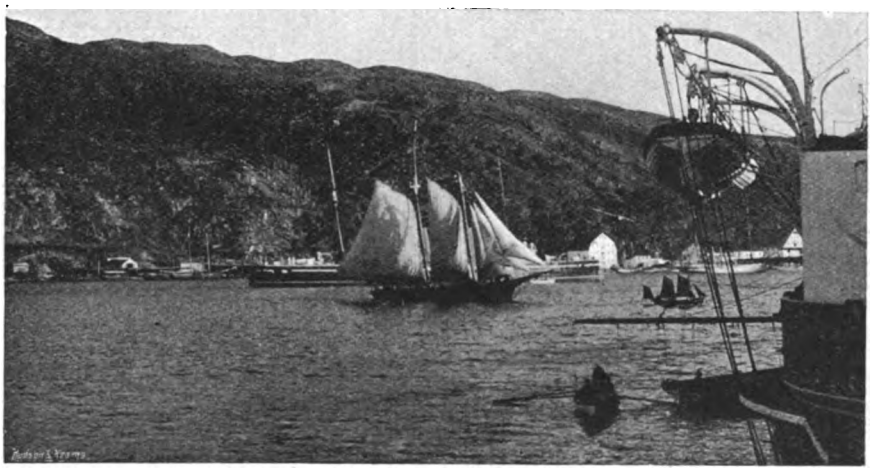

THE HARBOUR, ST. JOHN'S, NEWFOUNDLAND.

AN EAST AFRICAN CAMP.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

THE other day—in Coronation week to be precise—we dealt in these notes with the Empire in its emotional aspect, and tried to point out, very sketchily and discursively, what an excellent thing for an Empire a certain amount of right-minded emotionalism is. To-day, when more than a clear week has elapsed since the happy realisation of the Coronation ceremony in which the emotions of Great and Greater Britain were so deeply involved, a different train of thought may be usefully laid. Henceforth we have to consider, not only the Imperial progress which will be made, with the Coronation as a fresh and grandly auspicious starting-point, but the chance, the ever-present, sometimes almost menacing chance, of Imperial reaction. The writer does not conceive it his province to pipe in a minor key the "stately music" of the Recessional, nor, *per contra*, to apply any severe process of analysis to the argument that a Coronation is, after all, only an incident which does not seriously affect the development either of individual colonies or of an empire in general. A middle and reasonable course seems to be to acknowledge that, magnificent as is the stimulus given to Imperialism by the splendid event of the week before last, it is quite possible that upon the fervour of enthusiasm thus produced there may supervene a feeling of something akin to lassitude, and an inclination to let the sails of the good ship "British Empire" flap lazily for a while in the wind, instead of continuing to keep them filled.

There is at first sight much to encourage the idea of rest, if not of reaction, for there is no question as to the exhausting nature of the trials we have gone through, and there are other circumstances which continue to make it difficult to tackle fresh schemes of organisation, and, possibly, of confederation as well. South Africa has an anxious time before it as regards the ordinary processes of settlement which are the necessary and natural sequel of such a conflict as that which it has undergone; Australia has been sorely tried by drought, and there are financial questions in relation to some of the States which have yet to be satisfactorily solved; even Canada, which seems on the crest of a wave of unprecedented prosperity, needs to tread delicately for fear of injuring external and internal susceptibilities of a very serious kind. Now, therefore, that even the echoes of the "tumult and the shouting" which marked the Coronation are beginning to die away, we may expect a diminution in the volume of eager talk about "organising the resources of the Empire" which was so prevalent a few weeks back. This of itself would be no reaction, but it might tend that way if there were not, as there happily are, stable and continuating forces in the forward direction.

Of such forces, frankly we claim that one of the most vigorous, as it was one of the earliest, and has been one of the most tried, is this paper. There is no need to emphasise this point to-day, but the fact remains, and it is necessary and proper to quote it by way of introducing what follows in regard to other developments. For long before the Navy League had conceived the idea of sending a travelling commissioner to visit its over-seas branches, long before the Imperial Service Club was born or thought of, NAVY AND ARMY ILLUSTRATED was doing good work in every nook and corner of the Empire, in furtherance of the expansion of those sentiments which of late have found such wide and generous utterance. All this is ancient history, part of a record on which those connected with this journal have a right to dwell with pride and gratification. Is it likely that, with such a record, we shall cease, at such a juncture, to do all that in us lies to keep Britons and Britons beyond the seas mindful of their increased responsibilities, and of the danger of letting things slide just when we ought to fix them once and for all in their right place? There does not seem much indication of any reaction, either in the pages of NAVY AND ARMY ILLUSTRATED itself, or in those necessarily less public records which indicate the steady growth of its Imperial circulation.

Turning from this personal statement to one of the newer developments indicated, there is much of serious interest in the announcement that, in the interests of the Navy League, a special commissioner is about to visit Canada, with a good prospect of extending his mission to New Zealand and Australia, and of returning to England by way of South Africa. The gentleman who is undertaking this mission is Mr. H. F. Wyatt, who is very well and honourably known throughout England as a lecturer and speaker on Imperial themes. Mr. Wyatt originally joined the Executive Committee of the Navy League as the connecting link between it and the London group of Volunteer lecturers upon the unity of the Empire, which had been formed in 1895. It is only natural that his offer of gratuitous service in visiting the over-seas branches of the Navy League should have been gladly accepted by the Executive Committee, with which he has had such a long and intimate connection.

In furtherance of its wish that Mr. Wyatt's journey should be extended to the other great self-governing Colonies, and in view of the fact that its own funds are not in proportion to the scope of its undertakings, the Navy League solicits subscriptions, which may be sent to the Secretary, Navy League, 13, Victoria Street, Westminster, who will immediately acknowledge any that are received. In ordinary circumstances we should be content at most to reproduce an appeal of this sort without comment, for, however completely one may sympathise with such an object as that which the Navy League sets before itself, the attainment, namely, of unchallenged and unchallengeable Naval supremacy for the British Empire, there must always be a tendency to look a little askance at an item in a programme which cannot be gone through until the hat has been sent round for "expenses." But in this case there is no need to be ungraciously critical, and, on the contrary, there is much excuse for direct and practical encouragement. Apart from the fact that, outside his connection with the Navy League, Mr. Wyatt has rendered much valuable service in the cause of Imperial Federation, we may surely regard his proposed mission as a nearly ideal agency for the counteraction of that possible tendency to stop and admire the view to which the opening paragraphs of this week's notes were devoted. It is good hearing that from town to town of our great Empire

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there will shortly be journeying an able and responsible commissioner, the text of whose every discourse will be Imperial security, and the one great idea which must necessarily underlie its successful maintenance. To such a worthy end the friends of Imperial unity may worthily be asked to contribute, and hence, in wishing Mr. Wyatt a pleasant and propitious accomplishment of his interesting if onerous task, we specially recommend the Navy League's appeal for subscriptions to the readers of this journal.

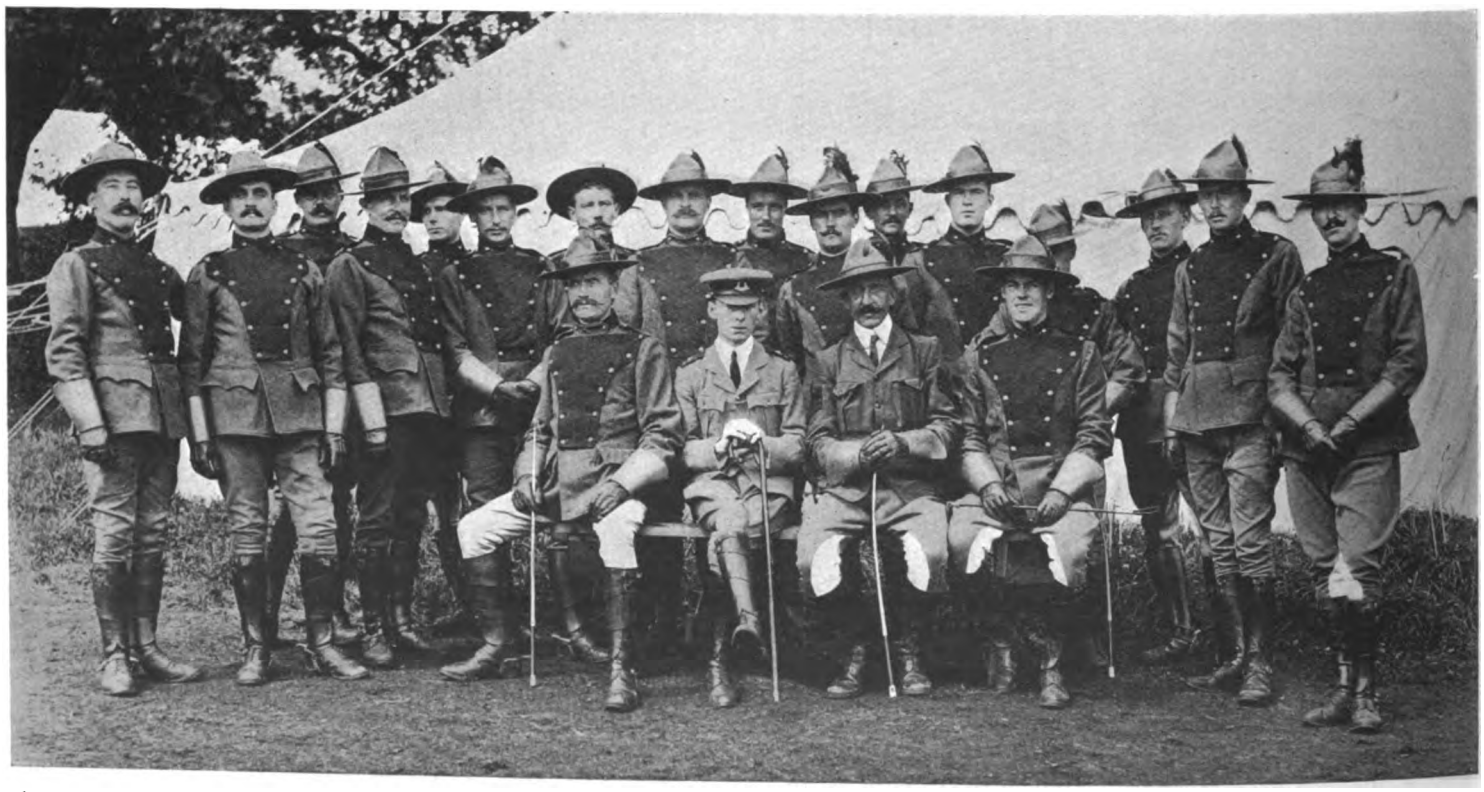
Another very useful and evidently sound development which is likely to be operative in preventing anything in the way of regrettable "Imperial reaction" is the Imperial Service Club, the first annual report of which, together with the rules and list of members, lies before us. The club was only formed less than a year ago, and in that short period the membership, which is at present confined to officers who have served in the South African Campaign, has grown to 900, all the vacancies for original members elected without entrance fee having been filled. Arrangements are being made to enlarge the club premises, and, with a view to reaching the club limit of a thousand, a hundred members are being elected who will join on payment of twenty guineas only, which is half the full entrance fee. Here again we should not give publicity to "domestic details" which a prosperous young club can very well afford to advertise on its account and in its own way, unless we recognised in the institution a likely agency for the dissemination of sound Imperial doctrines. At present the scope of the club in this direction is somewhat restricted by the conditions of election, and, having regard to the fact that a very large proportion of the members will soon be scattered to the four quarters of the globe, it seems doubtful whether the club may not find it desirable to extend its borders before June, 1905, till when, under present arrangements, the institution is to be rigidly exclusive. Even in the meantime the expert knowledge of colonial resources in the way of defence which is possessed by so many members might be made valuable, if at any time the club chose to enlarge upon the purely social ideas which now appear to circumscribe it. But that is nothing to what might, almost without an effort, be accomplished if in the future the Imperial Service Club were to take a somewhat serious view of the splendid possibilities connected with it.

There are here indicated but one or two forces which may tend to keep the Empire alive to its duties in the coming period of rest from war, and of happy enjoyment in the possession of a crowned Monarch to whom his Empire is devoted beyond the reach of words. There are other and more potent forces, of course, but those quoted are typical of much of that various energy which is all the more useful on an occasion like the present, because it is distributed over a large surface, and because, even where feeble, it all works in the right direction.

THE SOUTH AFRICAN CONSTABULARY.

WE are able to give this week a picture of the contingent which is representing the most cosmopolitan regiment of constabulary in the wide world at the King's Coronation festivities. Major-General Baden-Powell's South African Constabulary is a force of nearly 12,000 mounted men, which has been drawn from the *élite* of the whole force of white fighting men in South Africa. Even now we may say that it has been drawn from our late enemies as well, as its ranks have been opened to the Burgher Police and selected men from the National Scouts. As far as possible the regiment is divided into class troops. Thus we find one or two Canadian troops, British South African troops, Dutch troops, and British troops; but as the recruiting has been so uneven, it has not been possible to maintain the distinction throughout. The force is officered by specially selected officers from the Colonial forces, and by a large proportion of Imperial officers who join for two years. In fact, the service started by being very popular, and drew some first-class men, viz., Colonels C. P. Ridley, C.B., Pilkington, and A. H. M. Edwards, Majors Vallentine (killed), Apthorpe, Pack Beresford (died of enteric), and many others, all names of men who have come prominently to the front for good soldierly qualities exhibited in the recent war. The country has been divided into districts, which become workable areas for the South African Constabulary quartered in them, while there are three main divisions, with Krugersdorp and Heidelberg as centres in the Transvaal, and Bloemfontein in the Orange River Colony. Now that the war is over, a very considerable amount of magisterial work and the ordering of the resettling of the burghers fall upon the Constabulary officers.

The uniform was designed by the versatile officer who commands them. As will be seen by the illustrations, it is a serviceable khaki with green facings, the undress being by far the smartest military kit in which troopers are clothed—in fact, they are often taken for officers—North-West Canadian slouch hat with broad stiff brim, rifle-green band with small plume of cock's feathers, rolled collar to tunic, with white linen cravat and green tie, green shoulder-straps with S.A.C. in gold on them, well-cut breeches, and brown puttee leggings. The undress tunic can be converted into the full dress by buttoning up the gorge and fixing a green Lancer front to the breast buttons. The service kit is a chocolate jumper with half sleeves. The Contingent, which marched past the King on August 12 at Buckingham Palace, made as smart an appearance as any troops on the ground.



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BADEN-POWELL'S POLICEMEN.

The Coronation Contingent of South African Constabulary under Lieutenant Onslow Gibb.

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AN INSPECTION OF GERMAN BLUEJACKETS.

OFFICER, 10th HUSSARS.

THE NAVIES AND ARMIES OF THE WORLD.

A WEEKLY CAUSERIE BY DAVID HANNAY.

LAST week I ended with a reference to the mediæval Navy of the Byzantine Empire, and to the interest it has for us historically. In the hope that my readers will agree with me, I propose to apply this and the immediately succeeding numbers of my weekly chronicle to giving such an account of it as is within my power. At the threshold it is clearly an obligation of common honesty to warn all and sundry that my pretensions to speak as an authority are of the most modest. Much of the necessary material is in Greek, and it is my misfortune to be extremely ignorant of that language. Translations are not always to be trusted, and sometimes it is not possible to get even them. One is occasionally driven to rely not on a version in some modern tongue of what the Greek authority said, but on some French or German writer's summary of what he said. And this is a still more unsatisfactory form in which to get one's information. So whatever is advanced here is laid before the benevolent reader with the deferential request that he will excuse errors and omissions. But there is one thing he must not do; he must not suppose that the Navy of the Eastern Empire has no connection with us, and no interest other than a purely archæological one.

* * * *

To begin with, we have to note that our ancestors fought in it. The Varangians, who formed the guard of the Emperor, were Scandinavians, who, after all, were our ancestors, and in later times they are described as Englishmen, specifically. Some of these adventurers found their way home again, bringing their knowledge with them. Harald Hardrada, who invaded England just before the battle of Hastings, and was killed by his namesake, Harold Godwinson, the English King, at Stamford, had served in the Varangian Guard before he came back from exile and "made himself King" of Norway. This service in the East was the regular resource of young men of spirit from all parts of the North. Whether it would be possible to prove that the Vikings got any ideas as to ship-building and Naval tactics through their experience on the Bosphorus, I cannot even undertake to guess. Probably they did. But be that as it may, it is quite certain that the Italian Republics learnt a great deal, and that they passed it on to the French. M. de la Roncière has pointed out that the old French name for a fleet, "estoire," is directly derived from the Greek "stolos." Greek names of ships, such, for instance, as "dromon," were in common use both in France and in England. And this connection is further interesting because it enables us to connect the history of modern Naval tactics and strategy with the ancient world. The Navy had its traditional luck in mediæval Greece. That is to say, it was written about little, and not for the most part nearly so well as the Army. Still, it was written about. There are Greek treatises dealing with Naval tactics as old as the sixth century, and they show that the formations used by the Romans and Carthagenians in the First Punic War were still familiar—the line ahead and abreast, and the "half-moon," which was made by two bow and quarter lines to port and starboard of the flag-ship in the centre. I have always thought it pure delusion that the "line of battle" was a discovery of the seventeenth century, and the further I go the stronger that conviction becomes.

* * * *

On what may be called the human side, the history of the Byzantine Navy has a quite peculiar value as instruction and warning for us. Here was a fleet excellently organised as far as mere arrangement on paper goes. Certainly it had an immense advantage in that respect over its chief enemies, the Arabs of the early Caliphate, the Norman adventurers from Sicily and Calabria, and the first Italian adventurers on the sea from Venice, Amalfi, Pisa, and Genoa. Not only so, but it had an enormous superiority in armament. Whatever the Greek fire really was, and however it was projected, the fact remains that it was recognised as something far superior to any weapon of their own by the enemies of the Empire. According to all modern principles, this combination of organisation and armament should have enabled them to sweep all enemies off the sea. Now it is undoubtedly true that the Greek fleets did repulse attacks on Constantinople, and also that they made occasional reconquests of the islands or other territory taken from the Empire by the Moslem conquerors. The taking of Crete in the tenth century by Nicephorus Phocas is an example of successful offensive warfare. Yet the Byzantine fleets never fully destroyed their opponents, and in the end they collapsed, although they never ceased to possess the better weapons. Their history is a standing warning to remind us that when the ship-builder and the scientific weapon maker have done their best, it is the men who win. It is an equally clear demonstration that ingenious tactics and strategy are not only not enough, but that they may do fatal harm by setting up a false standard.

* * * *

In the tactics attributed to the Emperor Leo VI. there is a passage which of itself is enough to show why the ingenious Greek with his bigger ships, his fine organisation, and his Greek fire, which no doubt fascinated the "Naval expert" of the day, was in the end soundly beaten, and indeed exterminated. The Emperor is discoursing to his admiral and laying down the principles. In so far as I can see them through French, German, and Latin translations they come to this: "I advise you to win by artful stratagems rather than to fight pitched battles with the whole of the enemy's fleet or even a part. Close-quarter fighting is very hazardous, and when once you are fairly entangled it is not always possible to back out. Numbers will not always give you victory. Sometimes it happens that the greater number of better ships is beaten. Still, you may think that your numbers are so superior that you are safe to win. In that case fight a battle, but try to arrange that it takes place on the enemy's coast, for if it is fought on our own, your men will be tempted to run away. If they are on the enemy's coast they will know that it is no use trying to escape on shore, and then they will have to make a fight of it because they can do nothing else. There are very few men, I assure you," says Leo VI., called the Philosopher, "be they Romans or barbarians, who, when it comes to a downright bloody battle, do not prefer shameful flight to glory."

* * * *

The candour of the Emperor's confession that he expected his subjects to be cowards is delicious. Only a Chinaman would talk in that style now. But, after all, there is an element of truth in what he says, and, when you come to think of it, his doctrine that you should try to win not by honest hard hitting, but by dodgery, is not so unlike the great guiding principle of French Naval tactics in the eighteenth century. To avoid battles, to be content with crippling a few of your opponents and slipping away if you cannot help fighting, to make your line of retreat the chief subject of your care, in short—what was all that but the spirit of the tactics of Leo VI. And is it not possible to hold with some justification that all the speculation on war in our time is showing a certain inclination to turn in the Byzantine direction?

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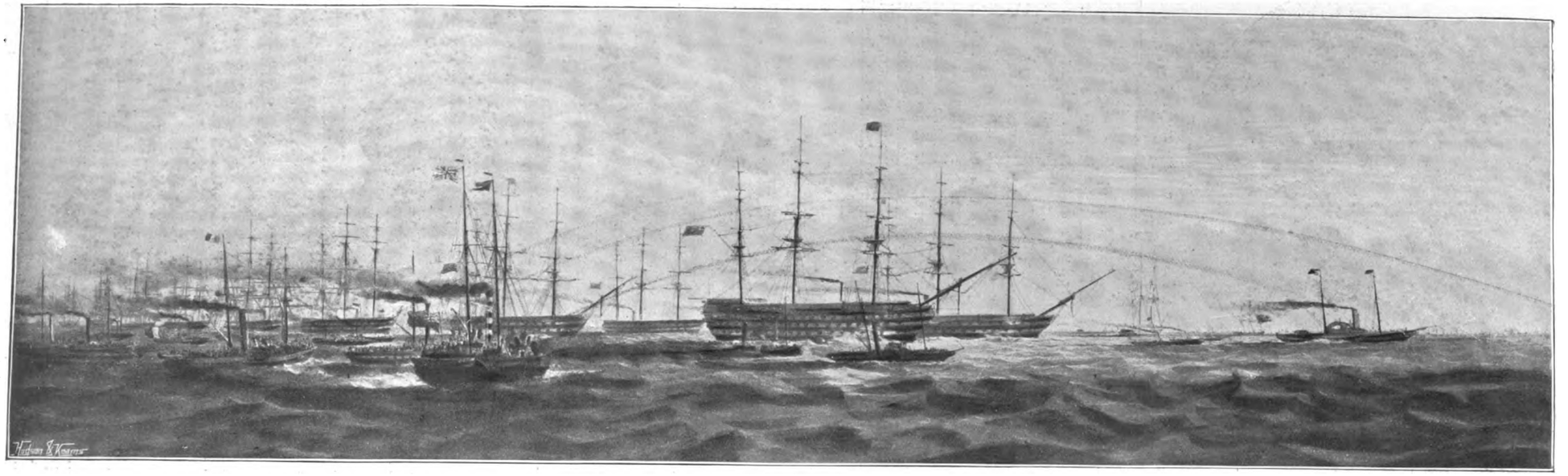
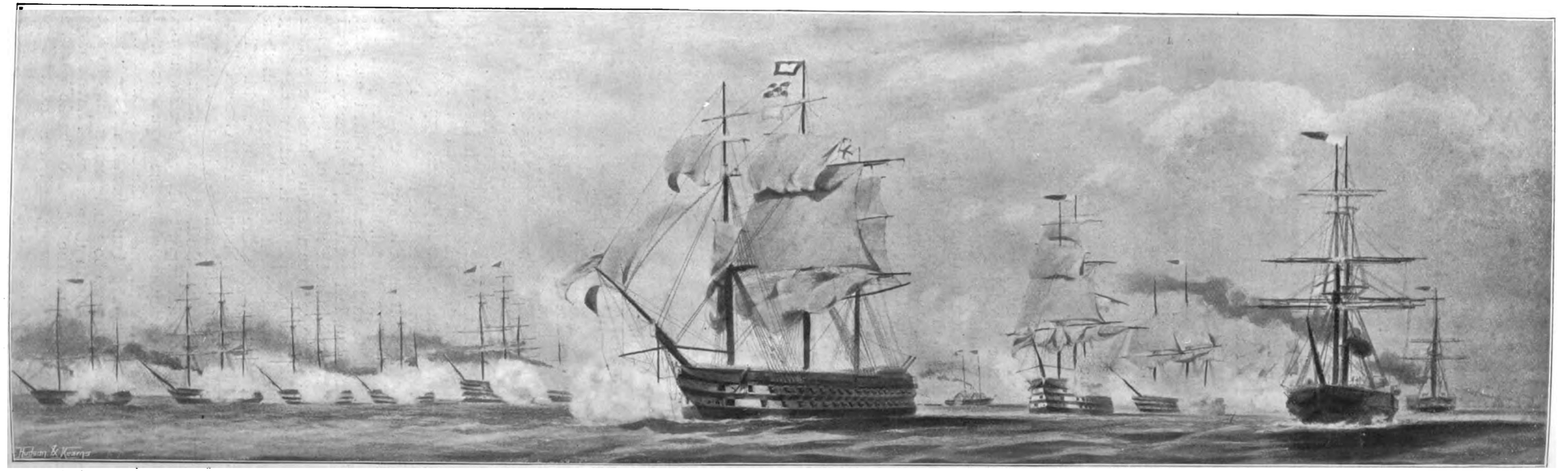
THE NAVAL REVIEW AT SPITHEAD OF 1852.



HER MAJESTY QUEEN VICTORIA LEADING THE FLEET TO SEA.



HER MAJESTY QUEEN VICTORIA REVIEWING THE FLEET IN ACTION.

The vessels shown in the above pictures are: "Highflyer" (26), "Imperieuse" (60), "Edinburgh" (58), "Blenheim" (60), "Duke of Wellington" (131), "Agamemnon" (90), "Prince Regent" (91), Royal Yacht, with Queen Victoria and Prince Albert "Queen" (116), "London" (92) "Amphion" (34) "Vulture" (6), and "Harrocouta" (6).

Reproduced from T. G. Dutton's lithograph after the late Sir Oswald Brierly in the possession of Mr. T. H. Parker, 15, Spur Street, W.C.

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2nd V.B. THE EAST SURREY REGIMENT

ALTHOUGH this battalion is included for all practical purposes in the list of Metropolitan rifle corps, its composition is similar to that of the majority of provincial regiments. In other words, it is decentralised, and only three of the companies drill at the regimental headquarters, which are situated at 17, St. George's Road, Wimbledon. There are, however, additional drill halls at Streatham and Sutton, which support two companies each, and another at Epsom, where one company has been raised, in addition to outlying companies at Putney and Leatherhead. It will readily be realised that many difficulties arise in the way of battalion parades, but there are compensating facilities for company drill.

The regiment as at present constituted is a development of the old "1st Administrative Battalion of Surrey," which was composed as follows: The 4th Surrey, which was originally recruited from the neighbourhood of Streatham Hill and Brixton, and afterwards absorbed the Norwood Working Men's Corps; the 8th Surrey, with headquarters at Carshalton; the 11th Surrey from Wimbledon; and the 25th Surrey from Epsom.

The battalion was commanded from the early sixties down to 1884 by Colonel Alfred Coles, who was an uncle of the present commanding officer. Colonel Coles was a well-known Volunteer in his day, and did much for the force in the earlier phases of its existence. He was particularly noted for the zeal with which he constantly got himself attached to various units at Aldershot, with the object of obtaining as much knowledge as possible of the several arms of the Service; indeed, his energy in this respect was so marked that he became well known throughout the Service as "the Phantom Rifleman." He was succeeded by Colonel Norbury-Pott, V.D., who retired in 1893 with the rank of honorary colonel.

Among the old adjutants of the battalion was Colonel Harris of the 33rd (Halifax) Regimental District. This officer had a very rough time at Pieter's Hill, being fired at almost continuously for fourteen hours, and hit no less than nine times. He was in such an exposed position that he could not be removed till night had fallen, when he was carried out of the zone of fire by one of his men, who was subsequently decorated with the Victoria Cross. Colonel Harris has now practically recovered from his wounds.

Lieutenant-Colonel E. Horsman Bailey, the present commanding officer, joined the ranks as a private in 1867. His first commission was dated 1871, and he has commanded the battalion since 1893. He obtained his V.D. in December, 1892, when the decoration was first issued.

A highly popular officer and most interesting personality, not only to his regiment but to the shooting world at large, was the late Captain J. Hoey, who died on February 25 last after an exceedingly interesting military career. He was originally in the ranks of the Army, having served for many years in a Line regiment, in which he ultimately attained the position of sergeant-major. After leaving the Army he was

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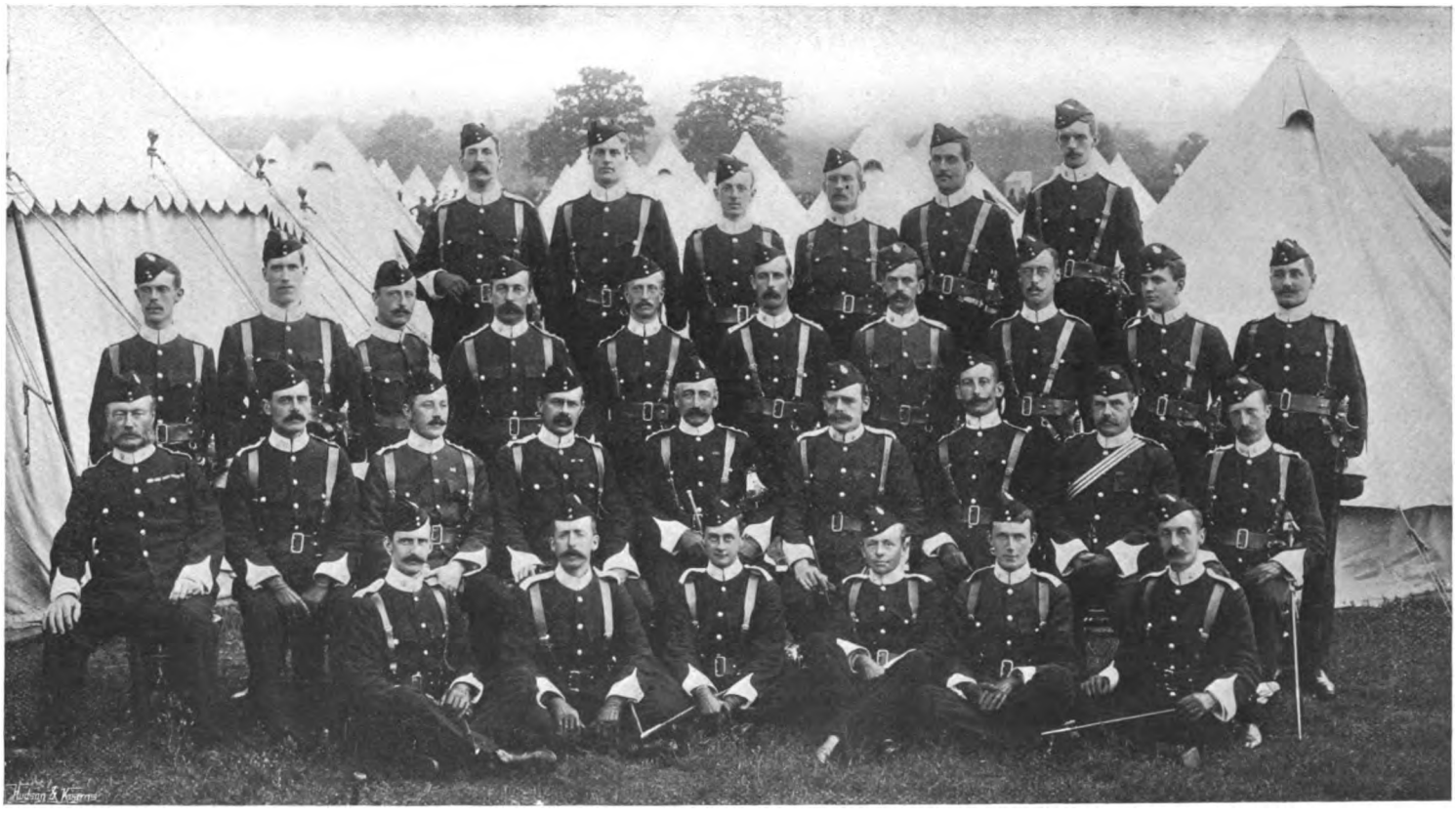
A POPULAR COMMANDING OFFICER.

Colonel E. Horsman Bailey, V.D.



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SONS OF SURREY.

The officers of the battalion.

Reading from left to right the names are—Back row: Lieut. Dunbar-Brunton, Second Lieut. R. B. Etherington Smith, Lieut. H. L. Etherington Smith, Capt. Muir, Lieut. Gillett, and Lieut. Franklin-Adams. Second row: Lieut. Garrett, Lieut. White, Capt. Johnston, Capt. Lovelock, Capt. Bellamy, Capt. Robinson, Capt. Dixey, Capt. Hue Williams, Lieut. Tryon, and Lieut. Veitch. Third row: The late Capt. and Quartermaster Hoey, Capt. Bagshaw, Major Few, Major and Adjutant East, Col. Horsman Bailey, Lieut.-Col. Mortimer, Major Harvey, Surg.-Col. Gandy, and Capt. Lempriere. Front row: Lieut. Medill, Lieut. Blades, Second Lieut. Ullerton, Second Lieut. Hyslop, Second Lieut. Nepean, and Second Lieut. Scott Turner.

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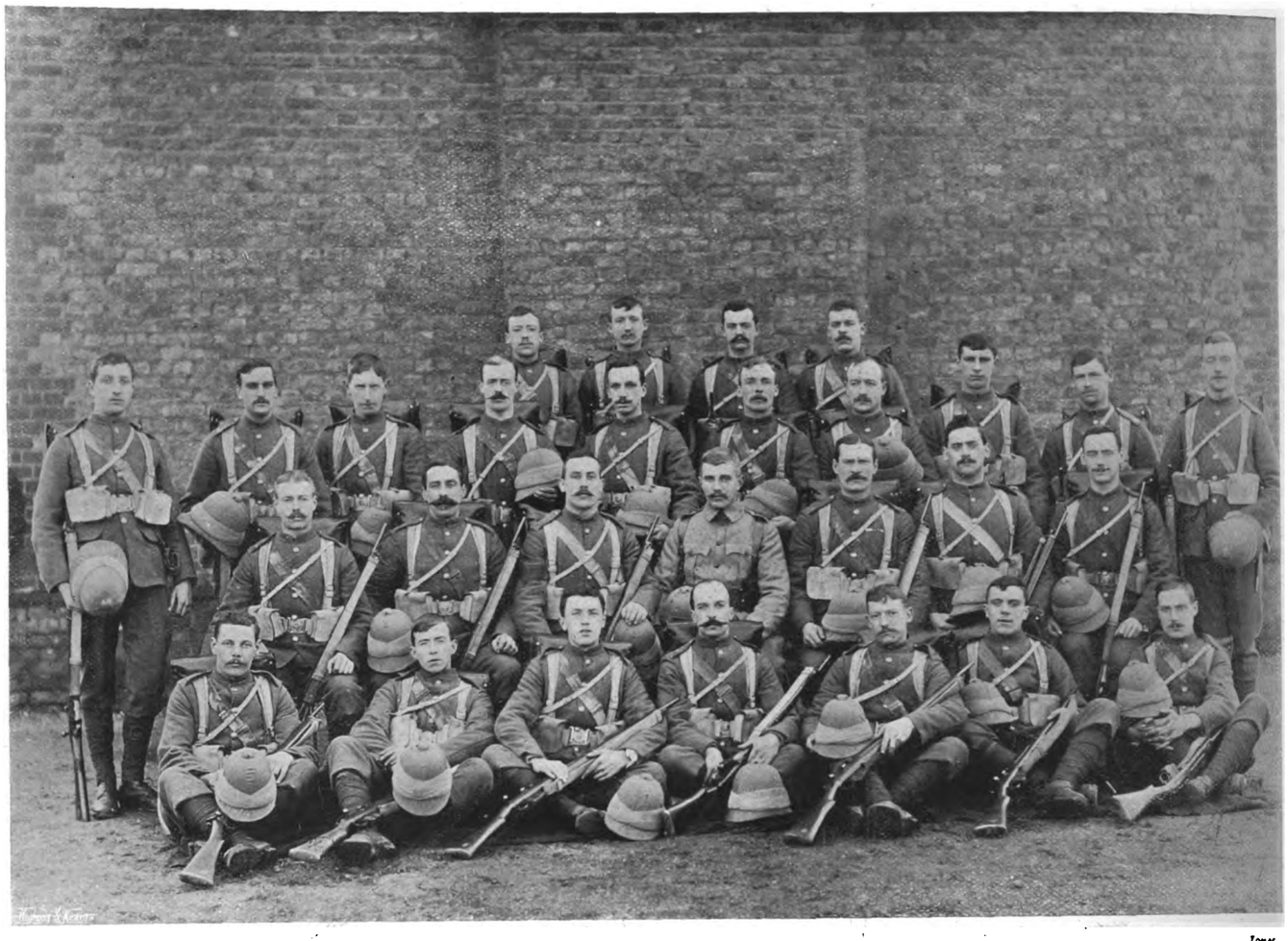

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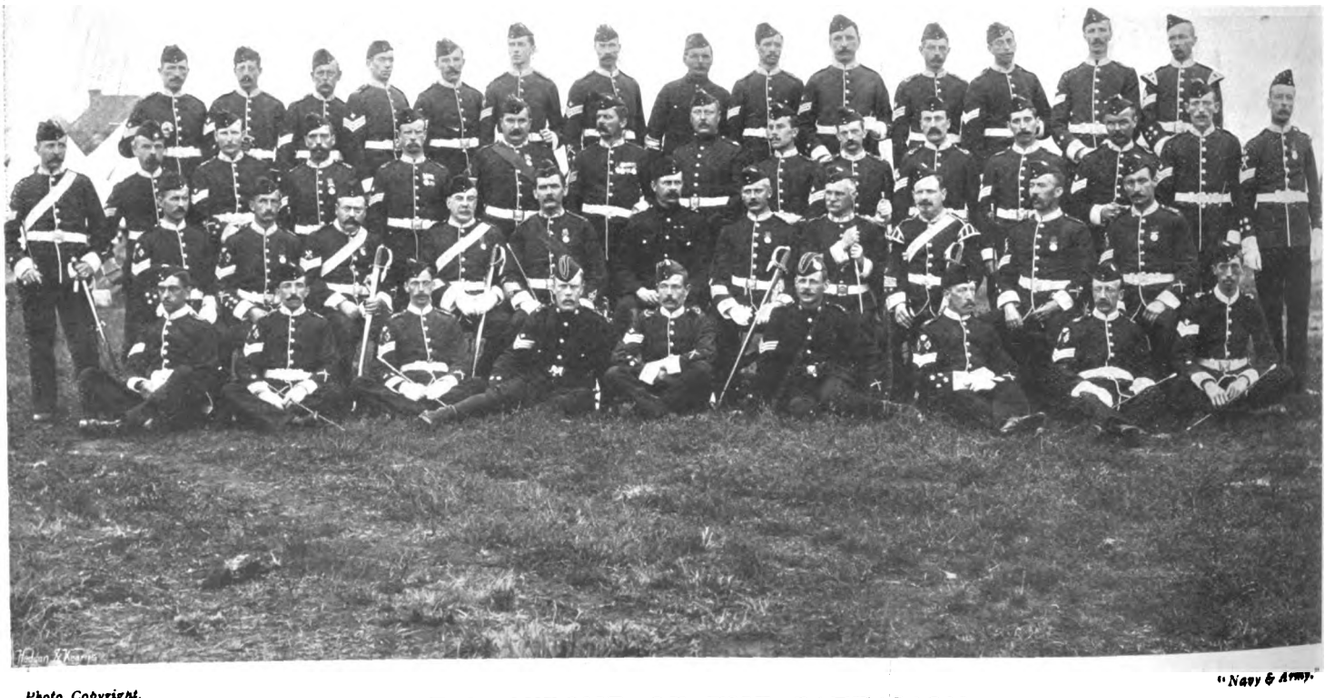
"READY FOR ANOTHER."

The service section on the day of their arrival from the front.



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THE BACKBONE OF THE BATTALION.

Non-commissioned officers of the 2nd V.B. East Surrey Regiment.

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employed for a long time by the National Rifle Association. Officiating as superintendent of works, he became a familiar figure, first at Wimbledon and afterwards at Bisley, and he has been greatly missed at the annual gathering this year. His first connection with the Volunteer force was in the capacity of instructor of the Wimbledon Volunteers, and on vacating this post he was given a commission as quartermaster of the 2nd Volunteer Battalion East Surrey Regiment. Captain Hoey, who wore the medals for the Russian War and China, may be seen on the left of our group of officers.

Eleven men of the regiment won prizes at Bisley last year, chief among them being Cyclist-Corporal A. J. Comber, who carried off the silver medal and nearly secured the first place. The total value of his prizes amounted to over £40. Corporal Comber shot under rather peculiar circumstances, for he had been serving with the Roughriders, and only returned from South Africa a few days before the Bisley Meeting. Entering by means of a commanding officer's nomination, he shot consistently well throughout the week, and proved conclusively that the Roughriders had not misused their opportunities.

Most of the members of the 2nd East Surrey who have been to the front served with the service section and drafts which were sent to reinforce the 2nd Battalion of the East Surrey Regiment, forming part of the Natal Field Force. They were commanded by Captain Longstaffe, who went out as lieutenant, and was subsequently promoted to the command of the Service Company. The men were engaged at Botha's Pass and in the turning movement under Sir Redvers Buller which preceded the battle of Laing's Nek. Subsequently the proverbial vicissitudes of war treated them in rather a disappointing manner. After a hard bit of campaigning they received a notification that they were to be relieved. They were sent back to Pietermaritzburg, where they gave in their rifles and began to make preparations for their return home. However, at the last moment they received orders to proceed to Van Reenen's Pass, where they remained for six months. During this period they were employed on the highly important but distinctly wearisome duty of guarding the railway. Our illustration will prove that they were a very serviceable lot of men.

The other illustrations show Colonel Bailey on his charger, a general group of the officers, a group of sergeants, another of the Service Section, and a parade group of the battalion taken in their lines at Pirbright. The uniform is scarlet with white facings, and a helmet for full dress. For ordinary parades a serviceable blue serge undress uniform is provided.

The last camp held was in 1900, when, in response to the emergency call, 532 men turned out for a fortnight. Owing to a certain amount of confusion as to whether the battalion should or should not be included in the Army Corps system, no camp was held last year, the final decision of the authorities being given too late for any alternative arrangement to be made. This year, however, arrangements have been made well in advance, and the corps will go under canvas at Aldershot from August 2 to August 9 with the other three Volunteer battalions of the East Surrey Regiment. The brigade will be under the command of Colonel Roupell, commanding the 31st Regimental District.

The present strength of the battalion is 863 of all ranks, but the 2nd East Surrey has not escaped the common tendency of the last few months, and there has been a regrettable falling off in the recruiting returns.

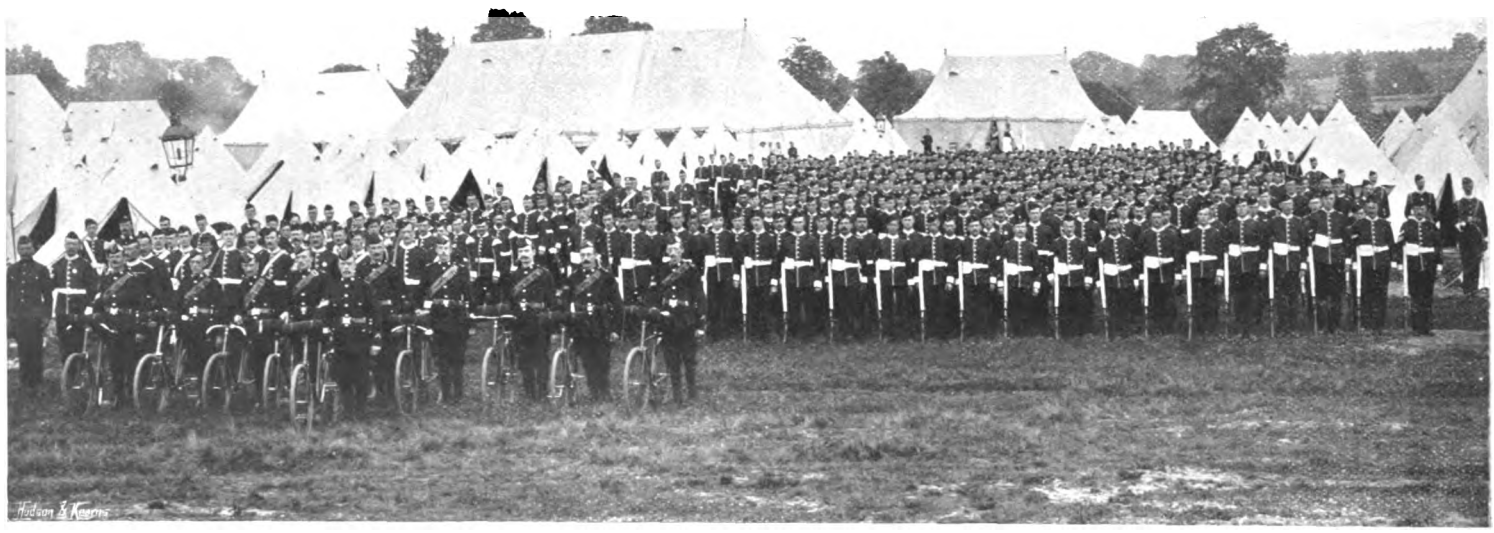

Photo. Copyright. *Elliott.*

UNDER CANVAS.

A camp parade of the 2nd V.B. East Surrey Regiment.

ANSWERS TO CORRESPONDENTS.

"FLAG."—I give additional information beyond your queries, as there may be others who contemplate attending the signal course on board the "Victory" at Portsmouth. Flag officers only get half pay and no allowances, while other officers are given full pay as well as lodging allowance. The course was instituted in 1900 for officers of commander's rank and above, and lasts for twenty working days, Saturday and Sunday being non-working days. Plain clothes are worn as at Greenwich, although the officers are on full pay. The instruction commences at 9.45 a.m., the officers being fetched off by a boat leaving the King's Stairs at 9.30 a.m., returning at 1 p.m. For a fortnight signalling is taught, and then in the third week fleet manœuvres and tactics, together with a war game. In the fourth week attention is devoted to the various handbooks on tactics and Naval Intelligence Department publications. Wireless telegraphy, anchoring boards, and the Battenberg course indicator, together with the theory of curves of search for finding ships at sea, are treated in the fourth week of the course. Application to join should be made to the Admiralty.

* * * *

ERNEST A. HOWCROFT.—Briefly stated, the following are the services of Lord Kitchener, the medals he received, with the clasps he gained, the colours of the ribbons attached to the medals, and the orders conferred upon him: Lord Kitchener served with the Nile Expedition in 1884-85 as D.A.A.G. and Q.M.G., and he received the British medal with clasp, and from the Khedive the 2nd Class of the Order of the Medjidieh with the Egyptian bronze star. The ribbon of the British medal is blue with two white stripes (the white stripes are equal in width to the blue between them and to the stripes of blue outside them), and the ribbon of the Khedive's bronze star is dark blue. While in command of a brigade of the Egyptian Army Lord Kitchener was present at the engagement of Gemaizeh in December, 1888, and at Toski in 1889, and for these received two clasps to his medal, and was also made a C.B. He next commanded the Dongola Expedition in 1896, and besides being promoted to major-general was made K.C.B., and received the 1st Class of the Order of the Osmanieh, the British Soudan medal with two clasps, and the Khedive's medal. The clasps were for Firket and Hafir. The ribbon of the British medal is black and yellow divided by a thin red stripe, and the ribbon of the Khedive's medal is yellow with a broad blue stripe. Lord Kitchener next commanded the operations in 1897, which closed with the capture of Abu Hamed. Again in 1898 he was in command of the army which finally overthrew the Khalifa's forces at Khartoum. He was for these services created a peer, made a G.C.B., and had three clasps added to his Khedive's medal, the "Atbara," "Abu Hamed," and "Khartoum." Lord Kitchener will now have added to his medals that for South Africa (with clasps), the ribbon of which is red with broad orange stripes separated from the red edges by thin black stripes.

THE EDITOR.

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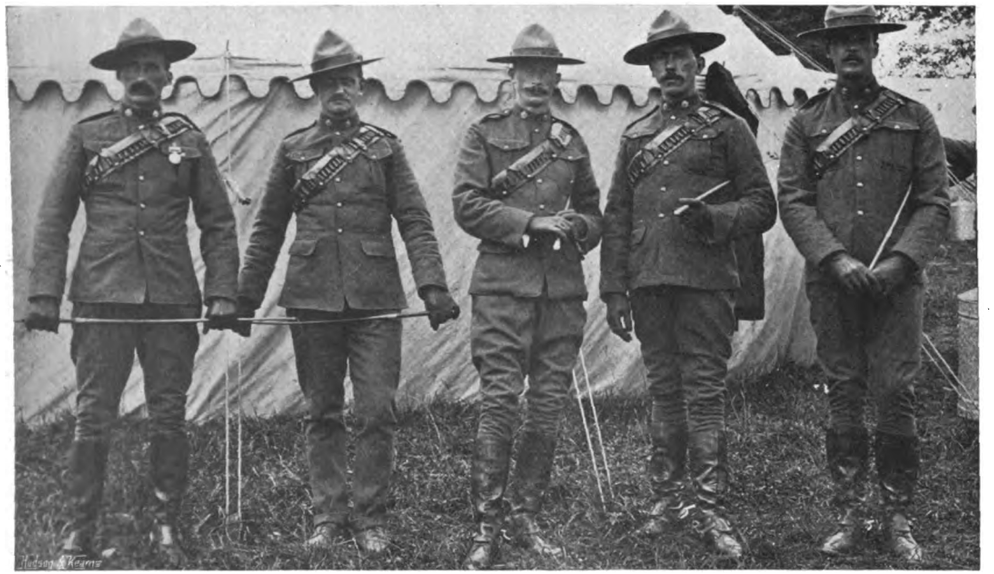
CANADA'S CONTINGENT FOR THE CORONATION.

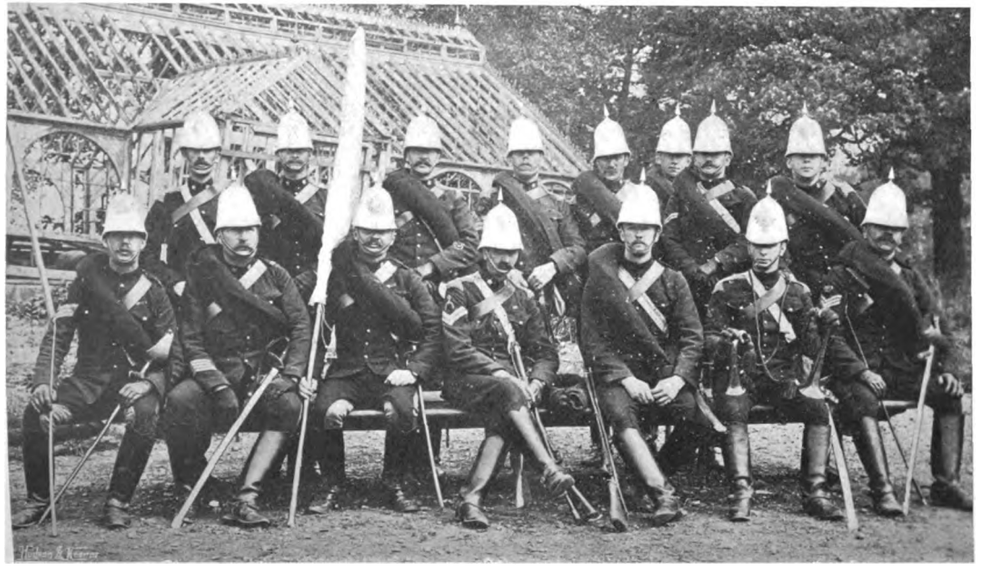


THE NORTH-WEST MOUNTED POLICE

Military representatives of law and order in the Far West.

HIGHLANDERS FROM THE DOMINION.

Detachments of the 5th Royal Scots and 48th Highlanders.



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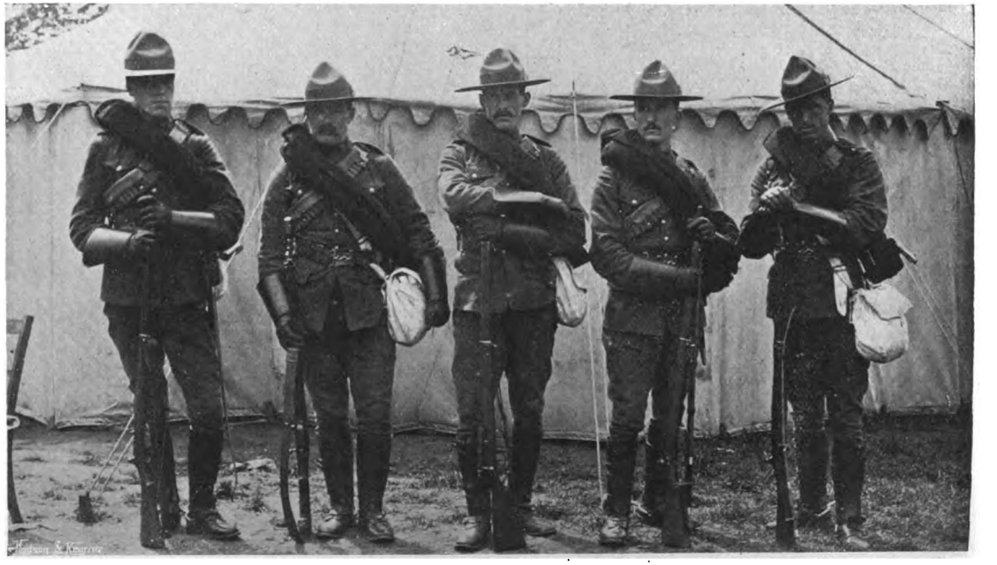
THE ROYAL CANADIAN DRAGOONS.

Who helped to quell the Rebellion in the North-West in 1885.



Halsby.

THE CANADIAN MOUNTED RIFLES.

Volunteer troopers from Toronto, trained on the soil of Ontario.

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OFFICER, ST. GEORGE'S RIFLES.

A DETACHMENT OF VOLUNTEER CYCLISTS.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

ALTHOUGH the Force was so largely represented in South Africa during the late prolonged campaign, the primary object of Volunteers' existence, as such, is certainly to serve as a Home Defence Army. It was the apprehension of invasion which originated the movement, and on paper our Volunteer brigades are detailed for service in time of war at certain spots. As a matter of fact, however, as a general rule but few opportunities are afforded to these troops to gain an adequate knowledge of the country in their specially-assigned neighbourhood. Assuredly it is advisable that the men should be trained, when possible, on the ground they would have to occupy in the event of an enemy attempting a raid on our coasts. Meanwhile, in Northumberland, the lord-lieutenant of the county has recently organised a body of military guides, and his example might be advantageously followed in other shires. The idea is simple, and the plan practical. There is a chief county guide, who is the head of the system, by which the county is divided into districts, and each of these districts is under its own special guide. There is also a chief parish guide in each of the parishes grouped in a district, and he instructs about a dozen guides, who are under his authority. The chain of responsibility, therefore, it will be seen, is complete. It is the business of the guides to acquire a thorough knowledge of the county in which they live, and to make themselves intimately acquainted with the railways, roads, distances, rivers, undulations, and, indeed, the military resources of every description. They undertake to be placed at the disposal of troops manœuvring in the district, and thus gain the necessary experience to perform the same work effectively in case of mobilisation to resist raiding. All are aware how hard it sometimes is to obtain satisfactory information in country villages from the people who have actually lived there all their lives. Particularly vague and inaccurate are they very often as regards distances, and with every intention to do their best, it is probable they could rarely prove of much assistance to rapidly-moving troops. But if they are given some preliminary training by which they will learn what special points of information will be most useful to an officer, the case will be greatly changed. They start with the possession of certain local knowledge, but need proper training to enable others to make the best use of it. A system similar to that commenced in Northumberland might well be organised in every county in Great Britain.

In the Eastern District latterly some controversy has been taking place amongst those interested in the development of the Citizen Army. One section is anxious that Volunteer Mounted Infantry units should be raised in the district, while others are of opinion that the Imperial Yeomanry fulfil all the requirements. As several new regiments of Yeomanry have recently been raised in the Colchester command, it is probable that the bulk of men who have a predilection for serving in a mounted corps have already joined one or other of these. It must, nevertheless, be remembered that the Imperial Yeoman differs from the Volunteer, as he serves under conditions approximating to those of the Militia. These obligations may possibly deter some men from enlisting in the Yeomanry, who would be quite inclined to join a force of Mounted Infantry serving under Volunteer conditions. At the same time, it is found from experience that very often mounted men for the Volunteer Force have been most difficult to obtain, although certain Metropolitan corps can show strong Mounted Infantry companies. In a neighbourhood where there are a sufficient number of men in a position to find suitable horses, there should be no trouble in raising Volunteer Mounted Infantry, for the work of this *cinquième arme*, as Captain Painvin, a French writer on the subject, calls it, is most fascinating. The members of the "fifth arm" of the Service must, of course, be infantrymen pure and simple, not in any way imitating cavalry, and merely regarding their horses as a rapid means of transit. There are some who do not hesitate to assert that the proper mounted force for the Volunteer Army is the cyclist infantry, which has proved its value. The scope of cyclists, however, is necessarily far more limited as regards the country in which they can successfully operate than that of men mounted on horses, though it must be acknowledged that in this country, at any rate, cyclists can accomplish nearly as much as Mounted Infantry proper.

It is impossible to insist too strongly on the necessity that a high standard of horsemanship should be exacted from the Imperial Yeomanry; and, indeed, some little time ago we felt called upon to make reference to the subject in these columns. It is gratifying to observe how much attention was paid to the point during the training of the Lothians and Berwickshire Imperial Yeomanry at Westbarns. On several occasions after the assembly of the regiment jumping over hurdles in file was performed, and it greatly redounds to the credit of all concerned, and of the mounting of the corps, that almost without exception this feat was performed in a most satisfactory manner. In fact, as far as we are aware, but one accident occurred, when a very fine horse broke a leg in taking the hurdles and had to be destroyed. As the attainment of real fighting efficiency is the object at which all branches of the Service must now aim, it is clear that too much attention cannot be paid to the riding, as well as the shooting, of mounted regiments. The memory must be fresh to many, who might justly object to be considered elderly, of having seen Yeomanry regiments in which the average riding left much to be desired. During the past few years, indeed it might almost be said months, a very marked improvement has been generally manifested. The late Major Whyte-Melville, who wrote so much both directly and indirectly about horses, said that "every man who put on spurs" in his heart of hearts fancied he could ride rather better than his neighbours, and there are certainly plenty of men who imagine they can "ride a bit" simply because they have never mounted a really rough horse. It is essential, however, that a mounted soldier should be a sufficiently good horseman to be capable of riding the but partially trained horse with which he is likely to be occasionally supplied in the event of a protracted war, and that, too, with sufficient ease and confidence to enable him to devote all his attention to the special work in which he may be engaged. A higher standard of equitation having been once exacted from the Auxiliary Forces, there is every reason to believe that it will continue to be well maintained.

During this month the letter of the new Volunteer Regulations which demand attendance at camp, and the spirit of the latest ideas upon military training, have both been

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extensively acted upon. Larger numbers of Volunteers than ever before was the case were brought together for instruction and practice in field work upon Salisbury Plain. Sir Evelyn Wood, the G.O.C. 2nd Army Corps, during the time of their occupation, had under his immediate control a large concentrated body of troops not merely existing on paper. At Aldershot, also, some 16,000 Volunteers were encamped, and Lieutenant-General Sir H. Hildyard arranged that they were to have special attention during the period of their stay. The work of the Regulars was ordered to be entirely subordinated to that of the Volunteers, so that the latter might derive the fullest benefit from the opportunities so rarely afforded to them, or perhaps, rather, of which they are so rarely able to take advantage. Altogether the efforts to improve the efficiency of the Volunteer Force seem to indicate every prospect of success. It was decidedly sensible to have it laid down definitely that during camp no time at all was to be devoted to practising drill, for that can be done as well or better at the ordinary parades at headquarters. At the same time, it is not altogether unnecessary to point out to the company officers of some battalions that they ought to have their men more thoroughly acquainted with the varying movements of a company, or even a squad, than was apparently always the case amongst those brought into camp.

A very capable officer in a well-known Volunteer battalion in the South-Eastern District is about to retire, owing to heavy arrears of professional work arising out of his prolonged absence on active service in South Africa, and the requirements of the recent regulations for training. All readers are aware, without doubt, that the company and not the battalion is now the tactical unit of infantry. The company commander must therefore devote much time and attention to the special instruction and training of his own company in every branch of field work, and there are many busy professional men who, recognising the impossibility of giving up so much time as is now required, are also preparing, as in the case mentioned, to resign their commissions as captains in the Volunteer Force. Skill at arms is being increasingly regarded as a national duty, and we cannot help thinking that it is a great pity that the county gentry, with ample means and leisure, do not evince more readiness to accept commissions in this branch of the Service. In London, and the large towns also, it is nearly always busy men who submit to this extra tax on their valuable time. There are always plenty of men of perhaps not very large, but at any rate sufficient, independent means, who live an apparently useless existence and complain frequently of the difficulty they experience in "killing time." Such men, if they threw their hearts into it, would have the opportunity of gaining much military knowledge, and, if they joined the Volunteers, might prove a real gain to the Force. If they could only be made to recognise that to do so is a practical duty to the country, surely no other inducements ought to be required.

A YEOMANRY FIELD KITCHEN.

NOT the least important item of a military camp is the kitchen. At the present time, most of the Volunteer and Yeomanry corps being away at camp, it may be interesting to some of our readers to know just how they are provided for in the way of meals and cooking. Our picture shows the camp kitchen of the West Somerset Imperial Yeomanry at Taunton. As will be seen, a good number of assistant cooks are requisitioned, and these are usually volunteers from the ranks. It is the rule in some corps to call for volunteers for this capacity, and in the event of a sufficient number not being forthcoming, certain men are told off and placed under the charge of the sergeant cook, who is, during the time the camp lasts at least, a very important person. In some cases he is sent from one of the military cookery schools, but in others he is one of the battalion's own sergeants who has been through a course of training at one of these schools, where he learns all the ins and outs of a field kitchen. From the time he takes charge of the kitchen he is practically responsible for everything connected with it, and has to account for every utensil supplied to him. In our picture will be noticed two ovens, which remind one somewhat of the Kaffir kraals at Earl's Court. These ovens are made of sheets of steel bent into a half circle and firmly fixed into the ground, and covered with layers of earth and clay, which effectually keep the heat in them. The back is closed in in the same manner, leaving just the front open, where a trench is dug for the cooks to stand in when putting in and taking out the joints. These trenches are dug with the idea of exposing as little of their bodies as possible to the door of the oven, from which the heat is very great. The fire is then placed inside and set alight. When the oven is sufficiently heated, this being ascertained by throwing a handful of flour in, which, if it just browns, shows the oven to be of the proper intensity of heat, the joints are put inside in large tins; the door is then placed on and sealed all the way round with more damp clay, and the joints are left to cook themselves, the door not being removed until the joints are to be taken out. The way these ovens cook the food, just browning it to a nicety, would gladden the hearts of some civilian cooks. The vegetables are cooked in large kettles piled round the fires and looked after by the assistants, a certain number of kettles being allotted to the charge of one man. When the dinners are all cooked and ready they are laid out in lines, each tent having its tin of meat and kettle of vegetables placed together. The orderlies then fall in, and at the sound of the "cook-house" call march up and carry them to their respective tents. This serving out of meals is, as a rule, superintended by the quartermaster. It is very seldom indeed that any complaints are made as to the manner in which the food is cooked.

Photo. Copyright. W. A. Crockett, Taunton.

IN A FIELD KITCHEN.

An officer inspecting the cutting up of the meat.

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THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

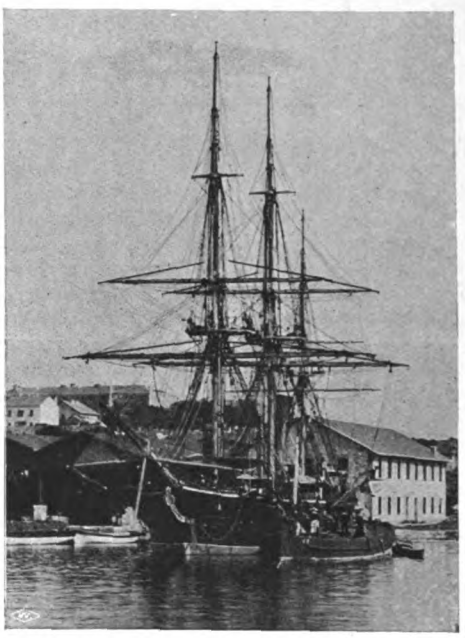
By JOHN LEYLAND.

ATTENTION has been directed afresh to the Russian Navy by the recent manœuvres at which the Czar and the German Emperor were present. It is a subject well worthy of study, quite apart from any such incidental circumstances. We cannot forget that a century ago much sympathy with the Russian people was manifested in this country, that Russia has several times been our ally, and that her Navy, in its origin, owed much to the moulding force of Englishmen. Moreover, it is no longer true to say that antagonism between the two countries is the principal factor in the European situation, as might have been said five years ago. At the root of the antipathy which has prevailed between the two countries has been a certain suspicion of Russian intentions, which may have had its origin in the schemes of Bonaparte. The spurious testament of Peter the Great, which is believed to have been written to his order, inspired us with the idea that schemes existed for the invasion of India, suggested by Peter and Catherine, and later on proposed by Napoleon to Paul and Alexander. What is clear is that nothing in the way of diplomatic notes, or displays of national irritability, has sufficed to stem the Russian advance, and now we are bidden to regard the direct railway from Orenburg to Tashkend as a new menace to our Indian Empire. The suspicious atmosphere is maintained by a Russian pamphlet literature, which continues to discuss projects of crossing the Indus.

The advance of Russia to the sea should not in any way surprise us. That she should possess a seaboard is only in correspondence with national necessities, and among her growing millions the need of reaching the sea is instinctively felt. While the British Empire has open access to every ocean, Russia is strangely circumscribed, and her progress to the Baltic, her growth of power in the Black Sea, and her final and most important advance to Port Arthur, were all steps in a natural expansion. The Russians were not new in the Far East. They established a settlement on the Sea of Okhotsk in 1634, and concluded with China the important treaty of Nerchinsk in 1689, while the Cossacks had reached the Amur from Yakutsk in 1644. It is scarcely possible to exaggerate the importance of Port Arthur, with the railway behind it, although Lord Salisbury, four years ago, expressed the opinion that Russia had made a mistake in seizing the place, and that it was not of any use to her whatever. But, as a matter of fact, Russia is strengthening her position there, adding to the fortifications, and increasing the docking accommodation, and within a few years her position will be almost impregnable, and Port Arthur will be as formidable as Cronstadt or Sebastopol, while Vladivostock will remain as a valuable secondary base. I observe that a writer in the *Nineteenth Century and After* expresses the opinion that a tremendous destiny is reserved for Russia and her growing millions, and that she derives her greatest strength from her uninterrupted stretch of territory. Defensive strength it may give her, but a little reflection will show that that extent, located as it is, with its sea borders separated by continents is, in many ways, a disadvantage, and does not confer upon Russia those means of Naval expansion which have been so powerful a factor in the growth of the British Empire.

Up to ten years ago the Naval policy of the country seemed purely defensive, and Russian coast defence vessels were regarded mainly as a guarantee for the safety of the seaboard. After that time, however, a change became apparent, and battle-ships were put in hand, and cruisers built which had no commerce to protect, and the Volunteer Fleet was instituted, with the manifest aim of fitting it for commercial depredation. In 1890 the Naval expenditure was something more than £4,311,000; it rose in 1898 to about £7,000,000; it has now increased to over £10,000,000. Thus the outlay has much more than doubled itself within twelve years. In the year 1898 it was announced that, including a grant of £9,000,000, which had been specially made for a large ship-building programme, the gross expenditure upon the Navy during the seven years 1898-1904 would be about £51,000,000 sterling. The "Tria Sviatitelia" had been built in the Black Sea, and the "Petropavlovsk," 'Poltava," and "Sevastopol" in the Baltic, followed by the "Peresviet" and "Oslabya." Some of these were completing, and the "Pobieda" had been provided for, and was launched two years later. The Programme of 1898 was said to include eight battle-ships—Lord (then Mr.) Goschen, First Lord of the Admiralty, said six—and of these the "Retvizan" has been completed at Philadelphia, and the "Borodino," "Alexander III.," and "Orel" have been launched at St. Petersburg," while the "Cesarevitch" is building at La Seyne. Two others, the "Kniaz Souvaroff" and "Slava," are yet on the stocks at St. Petersburg, and, if we add the "Kniaz Potemkine Tavritchesky," which is practically ready at Nicolaieff, we have the whole of the eight battle-ships of the programme. It may be observed that the Russians have now attained a considerable degree of rapidity in Naval construction. The "Orel," which was launched on July 19, had been in hand little more than two years, and had been advanced 56 per cent. towards her completion. This is not a notable record as compared with work done in this country and Germany, but it marks a great advance upon anything that

A FRENCH CRUISER.



AN AUSTRIAN CORVETTE.

A GERMAN TRAINING-SHIP.

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Russia had before achieved. It may be noted that little certitude can be felt as to Russian ships projected. They are apt to appear and disappear in the lists, and sometimes the plans and the names are changed, so that two ships may be counted where only one exists. In the Proceedings of the United States Naval Institute, Russia is credited with the intention of building five battle-ships of 12,000 tons, but it may be safe to conclude that one or two will very soon be laid down, being additions to the programme, and it is indeed credibly asserted that the Technical Committee of the Russian Admiralty recently asked for designs for a battle-ship of 15,000 tons, to be built at Galerny Island, St. Petersburg, presumably on the slip vacated by the "Orel."

The announcement of the programme to which I have alluded caused some consternation in this country, and led to a supplementary ship-building programme being introduced in the year 1898—an unusual circumstance. Not often is the policy of a foreign Power so pointedly alluded to as by Mr. Goschen at that time. He said it was impossible to conceal the fact that the action of Russia and the programme on which she had entered must be the cause of further additions to the British Fleet. "What, then, is our position? We know of six Russian battle-ships to be laid down this year, including one already begun. We have now verified where those six ships are to be built. Of those I took two into account in my original estimate, so that the balance against us was four. Accordingly, I must ask the House to sanction four battle-ships beyond my original estimate. . . . The new Russian programme also provides for four cruisers from the commencement of this year, and we propose to commence an equal number—that is to say, four cruisers in addition to those provided for already."

I give this remark because it is an excellent illustration of the way in which our own policy should be pursued, and the manner of it has not since been so plainly expressed in the House of Commons. As a matter of fact, the Russian programme appears to have included more than four cruisers—at least, more were put in hand shortly afterwards. The "Rurik," "Rossia," "Aurora," "Diana," "Pallada," and "Gromoboi" appear to have belonged to an anterior programme. The armoured cruiser "Bayan," 7,800 tons, and the "Askold," "Bogatyr," "Varyag," "Oleg," "Vitiaz," "Kagul," and "Outchakoff," all about 6,500 tons, have been begun, and some of them are well advanced, while several others are reported to be planned or are in early stages. In addition to these there are five or six third-class cruisers of 3,000 tons, all credited with a speed of 25 knots, of which the "Novik" and "Boyarin" are practically completed.

Nor must we forget the torpedo craft, which are now growing very numerous. It is perhaps not realised that Russia is building, or has built, between forty and fifty destroyers since the "Sokol" (now "Prytki") and the "Som" (now "Boivoi") were constructed as pattern vessels at Poplar and Birkenhead. Several boats have been built by M. Normand and the Forges et Chantiers at Havre, and extraordinary activity has been displayed at Abo and the Ishora Works. The first-class boats are also being added to. Activity is shown in other ways—in the introduction of wireless telegraphy, new systems of signalling, and various Naval developments. Russia is not short of either officers or men, and has adopted a wise policy in constituting one of her squadrons for special gunnery training. The educational establishments have been increased in efficiency, and altogether it may be said that the Russian Navy is making a very decided advance all along the line.

THE BANDSMEN OF THE "ORLANDO."

IT has long been acknowledged that "music hath charms to soothe the savage breast," but from what a correspondent tells us in a most amusing little letter, the bandsmen of the "Orlando" were not sufficiently confident of their powers in that direction to trust to their instruments alone in helping to quell the "Boxer" rising. They turned their talents to a more homely, if less poetical, use, and accompanied Admiral Seymour's column as stretcher-bearers. We do not need our correspondent's earnest assurance that "they did their best, poor dears," for were they not "Orlandos"? There is a world of meaning in that word, which an enterprising contemporary has so neatly coined. The exact number of times the word has been used we could not even estimate, but it comes so trippingly off the tongue that it is small wonder the word has come to mean "the best best." And with such a record as the "Orlandos" have one cannot wonder at it.

It is interesting, however, to note that not only in China, but also in other parts, bandsmen of the "Orlando" have done yeoman's service for King and country. One of them, indeed, was with Lord Roberts on the march to Candahar, but as our correspondent does not give his name, forgetting perhaps that we are not so well acquainted with all the members of the ship's crew as he is, we cannot satisfy our readers' curiosity on that point. This much, however, we can say—he is last in the back row on the left-hand side.

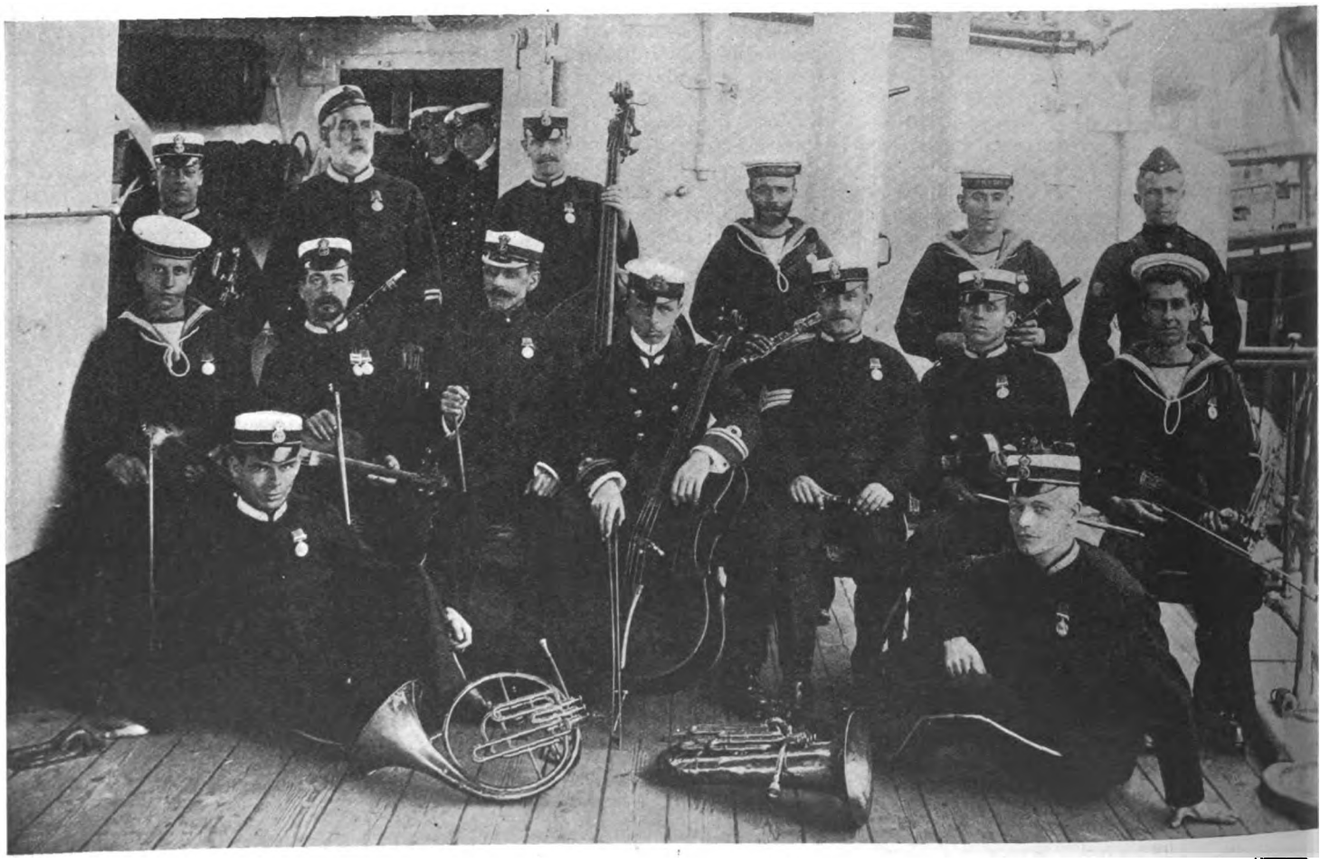

Photo. Copyright Russell, Southsea

MUSICIANS AND STRETCHER-BEARERS TOO.

The bandsmen of the "Orlando," who accompanied Admiral Seymour in his dash towards Peking.

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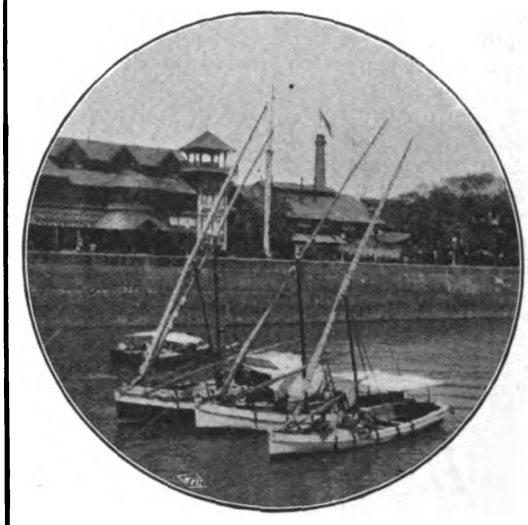
"GARDEN OF EDEN," CALCUTTA.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.



NATIVE BOATS ON THE HOOGHLY.

THE departure of the Indian contingent marks what may prove to be an important epoch in the history of British rule, and it is quite impossible at present to say whether we can afford to regard the possibilities of that epoch with unadulterated hopefulness and satisfaction. As I have before suggested, this is the first occasion on which there has been any protracted and really intimate intercourse between the Native Army of India and the home British public, and we have no right to expect that the result will be altogether favourable. There has always been a good deal of the *omne ignotum pro magnifico* in the estimation in which England at home has been held by the average moderately intelligent native, and this has naturally been enhanced by the favourable specimens of British manhood and intellect which are the rule, with very few exceptions indeed, in India. It is very certain that, in the minds of not a few of the Indian soldiers who are now on the return journey, former vague imaginings as to the greatness and goodness of the home-staying Englishman have been considerably modified. In such a long visit first impressions will have disappeared, and later conceptions may have been created of a dubiously correct or useful sort. Prolonged petting is very bad for all Orientals, and some of the enthusiasm lavished upon the fine fellows who were with us all those weeks may prove to have been objectionably superfluous. The subject is not an attractive one, but it has engaged the attention of many earnest observers, and the balance of expert opinion seems to be that it is just as well the visit did not last longer than it did—to say the least.

It is all very well to say that in the interests of truth it is desirable that the Native Army should have a clear insight into England as it is, and that such an insight will only tend to an enhanced idea of the resources of the ruling race. But, mixed up with some truth, there is a good deal of silly and injurious twaddle in any contention of that sort. In the first place, it can do India no sort of harm to imagine that the majority of English legislators are as level-headed, as experienced, and as accomplished as are most of the high officials in India, and that the good-natured, well-conditioned, and utterly courageous British soldier is a fair type of the Englishman to be met with in the lower grades of English society. What does the native gain by learning that our House of Commons contains many members who would not be considered fit for any but the lowest posts in the Government of India, and that our great cities teem with humanity in various forms of squalor and crime? Apart from this, we cannot hope that men of small ideas, sometimes of almost childlike intelligence—as many of our best native soldiers unquestionably are—will differentiate clearly, if at all, between obvious signs of greatness and what may be mistaken for the reverse. It is not a nice reflection, but it is probably the case, that many of the Contingent will be carrying back with them, as the topic of future abundant discussion with their comrades, not the wonders of England's Naval and commercial supremacy, which they have been permitted to see at close quarters, but still less desirable memories even than those inspired by Metropolitan street manners, and the undue freedom, from an Oriental standpoint, of middle-class notions of propriety and self-respect.

It is queer how variously individual natives are influenced by a voyage to England. I remember that up in Simla my wife had an ayah who had been twice to Europe, and had spent some little time at a house in Essex, of which she had the most lop-sided recollections. She was a very clever ayah, but her general conduct was doubtful, and I am quite sure she used to give the baby opium in order to keep it quiet—a very common trick, and one vividly illustrated in Aberigh-Mackay's touching little sketch "Baby in Partibus." When taxed with this or other iniquity her invariable formula was, "How I bad woman? I been twice England!" which never seemed to me a very satisfying exculpation. Eventually she went off suddenly, and with her disappeared my regulation great-coat and the focussing cloth belonging to my photographic kit. The latter, being of velvet lined with bright yellow twill, had evidently appealed to her love of bright colours, and I did not miss it greatly. But I earnestly regretted that the high-class morality she claimed to have acquired from her extended acquaintance with "home" had not prevented her going off with a garment which it cost a hundred rupees to replace.

I daresay the unfair Moonia made several subsequent visits to England, improving in cunning and wickedness with each visit, and I am quite sure that if I had met her again and had recognised her—a most unlikely thing—she would have had her old plea ready in answer to any reproaches. One very seldom does meet these whilom retainers who have robbed you, but I am reminded at this moment of a case in which this did, by the way, occur to a brother officer of mine, and the manner of its occurrence was rather humorous. My friend was travelling by rail in India, and the train had stopped at a station, on the platform of which was a considerable group of natives. It was within a minute or two of going on when my friend suddenly spied among the natives a man who had been his servant years before, and after robbing him considerably had bolted. My friend was prompt and active in all he did, and he at once dashed out of his carriage, seized the native by the scruff of the neck, and, as the train moved off, kicked the man violently along the platform, so as to give himself every available moment for the operation, and then jumped on to the train as it left the station. Doubtless the action was illegal, but there was a good deal of wild justice in it, and I always laugh when I think of the excitement on that platform during the minute and a-half in which my friend was "getting even." Of course the native told his friends that the sahib was merely mad, but his friends probably knew that he lied, so that no sort of harm was done, even to the good reputation of the British Army.

Very great interest indeed is attached to the report on the Volunteer Force in India which has just appeared over the signature of the Inspector-General, Major-General Hill. In previous instalments of these notes, I have made several allusions to General Hill's tours, and to his singularly clear-sighted and judicious remarks to the corps with which he has come into contact. The report confirms the impression that General Hill is very much the right man in the right place, and one feels certain that an era of much greater efficiency is dawning for the Volunteer Force in India, now that a link between it and the Government has been established in the person of such a sensible, sagacious, and plain-spoken Inspector-General.

General Hill pays particular attention to the Railway Volunteer Corps, and quotes with special commendation the defence scheme carried out by the Bengal-Nagpur Railway Corps at Bilaspur. So far back as March 1 last, I described one of these railway defence schemes in my notes, and as the one to which General Hill alludes was on a much larger scale, I make no apology for rescuing it also from the oblivion which is apt to overtake such honest efforts. The defence of Bilaspur and of the railway lines at that junction was, of course, a serious matter, and appears to have been admirably carried out. There were nineteen officers and 443 of other ranks assembled, and all these were accommodated in railway waggons. "The arrangements for the defence of the railway were practised in a very

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thorough manner; nothing was left to the imagination. Entrenchments were dug to the full size and occupied, and an efficient system of signalling was maintained with all the picquets. A large two-storied building was used as a place of refuge for families, and was put into a state of defence, with a Maxim on the roof, and every detail considered and provided for, including the medical arrangements." General Hill further remarks that on visiting a well-built blockhouse, constructed in connection with the scheme, it was noticed that there was insufficient head cover on the roof. The armoured train was at once sent back to Bilaspur, and in about an hour returned with 200 sand-bags, which were promptly filled and placed in position, and the blockhouse rendered thoroughly efficient. This is the sort of practical enthusiasm which we may be sure will commend itself particularly to Lord Kitchener, than whom few generals have ever made better use of railways, and than whom no one can realise more fully the good service which Indian Railway Volunteers could render in keeping the lines open in case of possible disturbance.

For the benefit of those of my readers who take an interest in precise figures—which, indeed, in such a connection, have a peculiarly solid value—I extract, without comment, General Hill's statistics of the strength of the Volunteers in India. The corps are as follows: Two Naval Volunteers, strength 403; two Submarine Mining Engineers, 140; eleven Light Horse, 1,705; three Mounted Rifles, 798; six Artillery, 1,362; fourteen Railway Corps, 11,436; thirty-three Local Volunteer Rifles, 14,915; Reservists, 474. Grand total, 31,233.

Talking of Indian Volunteers, the NAVY AND ARMY ILLUSTRATED has to thank its contemporary, the *Indian Volunteer Record*, for a very kindly allusion, the friendliness of which, I am authorised by the Editor to say, is cordially reciprocated.

BRITISH OFFICERS FROM INDIA.

WE have no doubt that the British officers who have come from India with the Coronation contingent will have been envied by their brother officers in the "Shiny East" at their good luck in being selected for the special duty they have carried out so well. It is a piece of especially good luck to get a free passage home and out again, and from five to six months of such light duty as to be practically leave, drawing at the same time full Indian pay and allowances, *plus* a liberal allowance for the hardship of serving in their own country instead of in the heat and dust of India. True, their prolonged stay has been caused by an event which, at one time, threatened to throw them as part of our nation into unutterable grief. That event has, however, turned out so happily that it must be an additional joy to their visit home to consider that they have, after all anxieties, formed part of the procession which represented the world-wide might and power of Edward VII. at his Coronation.

The officers represented in the picture in levée dress, just as they were presented to the King, are from all parts of India. Each has, for some special reason, been selected, and the commandant of the contingent, Lieutenant-Colonel Dawson, C.B., 2nd Central India Horse, has every reason to think the selection judicious and to be proud of his command. It requires no small amount of tact to handle in one camp men whose manners and customs are so widely different as those, say, of the Brahmin and the Afridi, not to mention many other races equally widely divergent. Yet the whole thing has, thanks to Colonel Dawson and his officers, gone without a hitch. All visitors to Hampton Court have been struck with the general air of good-comradeship which exists between the various branches of our Indian Army. To be sure, there are very excellent native officers of all the various countries of India to whom credit must be given for ably seconding their European chiefs. Again, it is to be noted that the Indian soldier scarcely ever commits faults against discipline so far as he understands it, and that he is, with few exceptions, a sober man. Now the Indian soldier understands English discipline perfectly, but he is sometimes not quite so careful of the feelings of his brother Indian from another country as he might be. Hence it is needful that his officers and non-commissioned officers should now and again remind him that others beside himself have prejudices.

Talk of a mixed regiment in India!—there never was such a mixed regiment as that under Colonel Dawson's command. It is a feather in his bonnet that all should have gone so smoothly and well. The men have been in a constant state of surprise at the notice they have attracted from the Cockney, generally of the kindliest sort, but sometimes, alas! of the Hooligan order. As a rule, they have perhaps been made more fuss about than they can quite understand, and the British officers have sometimes a difficulty in explaining away the idiosyncrasies of their fellow-countrymen.

Nearly all the officers in the group we publish have seen a good deal of active service, and each is an authority on his own branch. They have had a most pleasant stay at Hampton Court, where all the neighbourhood has been most attentive to them, and they have thoroughly appreciated the attentions and returned them to the best of their power in true Eastern fashion. One of their last acts was to present a handsome silver bowl to the local station-master, whom they found courteous and obliging.

Russell, Windsor.

Photo. Copyright.

BRITISH OFFICERS, INDIAN CONTINGENT, IN LEVEE DRESS.

Reading from right to left the names are—Standing: Lieut. Chapman, Lieut. Baker, Capt. Parr, Capt. Gould, Lieut. Wigram, Staff-Sergt.-Major Marsters, and Lieut. Duthie. Sitting on chairs: Capt. Newenham, Capt. Pennington, Col. Tinsy, Col. Dawson, C.B., Col. Hastings, C.B., Major Lullow, and Capt. Mullaby. Seated on ground: Capt. Edlman on the left and Capt. Boileau on the right.

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VISITORS TO THE NAVAL REVIEW.

ON BOARD THE "ROYAL SOVEREIGN."

On board all the vessels in the lines the Naval officers dispensed hospitality to their friends.

Photos. Copyright. *Cribb.*

AT THE MAYOR'S GARDEN PARTY.

This was quite an international gathering, Japanese, Italian, and Portuguese intermingling with their British *confreres* and other guests.

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A PRETTY MEDAL PRESENTATION SCENE.

Photo. Copyright.

THE QUEEN IN A CONGENIAL ROLE.

Her Majesty presenting medals for services with the Imperial Yeomanry Hospitals.

Among the successes of the war in South Africa was the Imperial Yeomanry Hospitals Fund, which was managed by an influential Ladies' Committee, and in the hospitals resulting from which more than 20,000 patients were treated. Her Majesty took from the first great interest in the Fund, and her gracious promise to present medals to the officers, nurses, and others who had served with the Imperial Yeomanry Hospitals in South Africa drew a very numerous and brilliant assemblage the other afternoon to the spacious gardens of Devonshire House. In all 30 officers, 250 orderlies and dressers, 25 nurses, and 10 ward-maids received their medals on this interesting occasion.

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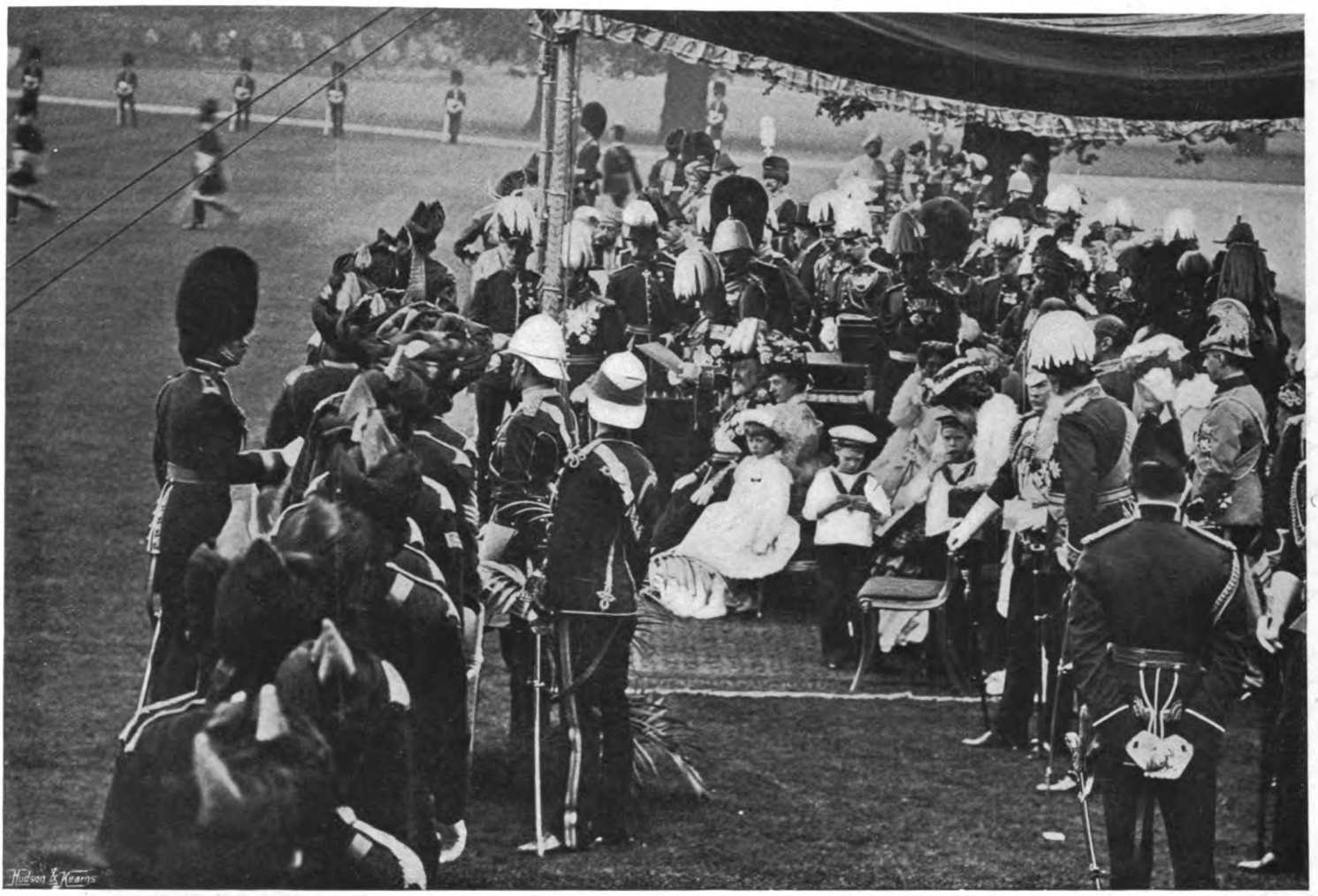
TWO NOTABLE ROYAL REVIEWS.



INDIAN TROOPS PARADE BEFORE THE KING.

The Prince of Wales presenting medals on behalf of His Majesty.

At the Review of the Indian Troops, a ceremony of singularly picturesque impressiveness, the Prince of Wales distributed a number of the medals for his Royal father, but the King himself subsequently addressed the Troops, expressing his complete satisfaction, and mentioning that among the regiments thus worthily represented he recognised many that he had seen during his Indian tour in 1875-76.

Photos. Copyright. *Russell, 17, Baker Street.*

THE REVIEW OF THE COLONIAL CONTINGENTS.

The King addressing his soldiers from Beyond the Seas.

"It has afforded me great pleasure to see you here to-day, and to have the opportunity of expressing my high appreciation of your patriotism, and of the way in which you distinguished yourselves in South Africa. The services which you have rendered to the Mother Country will never be forgotten by me, and will, I am sure, cement more firmly than ever the union of our distant Colonies with other parts of my Empire."

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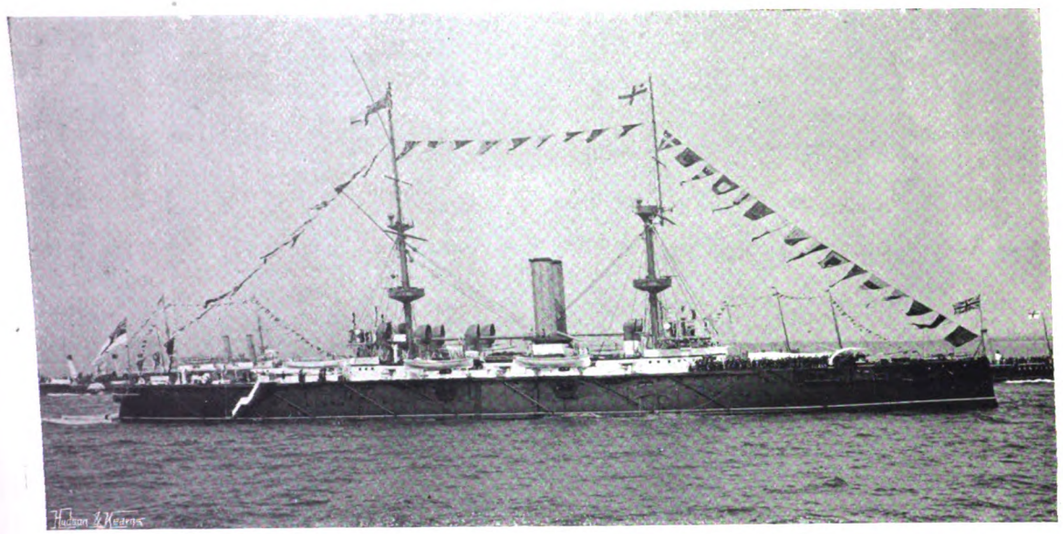
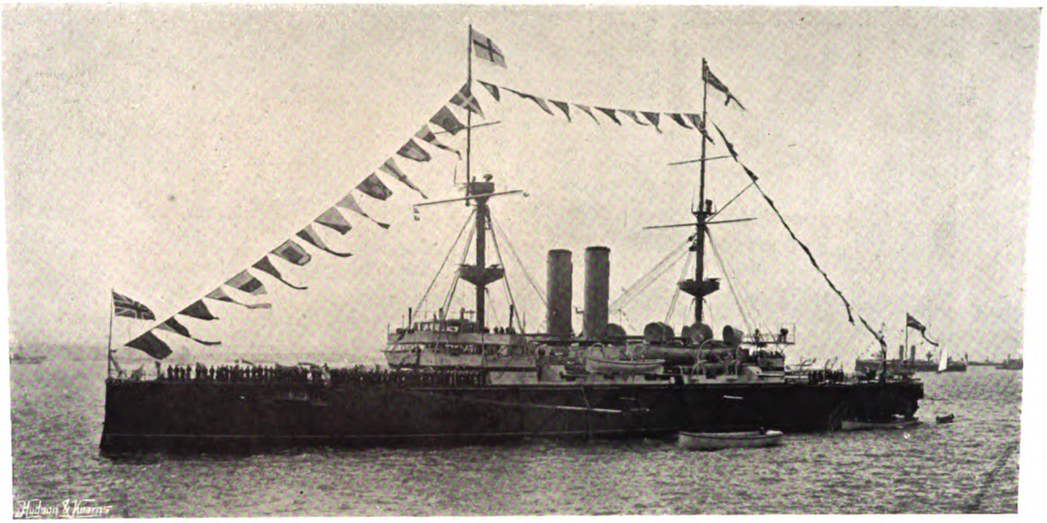
SOME FLAG-SHIPS AT THE REVIEW.



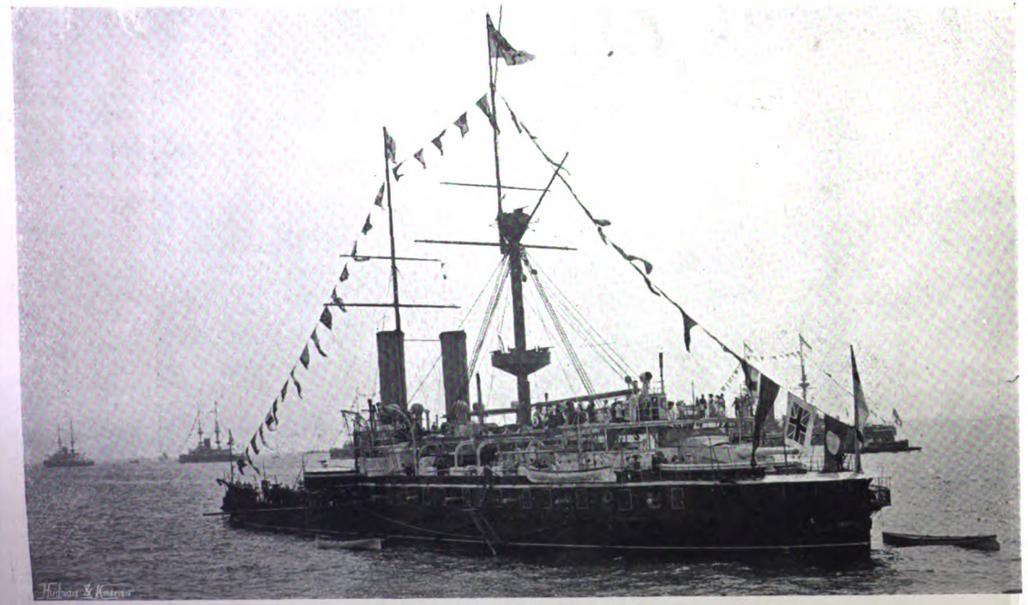
THE "REVENGE."

Flag-ship of Vice-Admiral Sir Gerard Noel, K.C.B., K.C.M.G., in command of the Home Fleet.



THE "ROYAL SOVEREIGN."

Flag-ship of Admiral Sir Charles Hotham, G.C.V.O., K.C.B., Admiral Commanding-in-Chief at Spithead.



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THE "SANS PAREIL."

Flag-ship of Rear-Admiral Pe'ham Aldrich, Admiral-Superintendent of Portsmouth Dockyard.

"Navy & Army."

THE "MAGNIFICENT."

Flag-ship of Hon. A. G. Curzon-Howe, C.B., C.M.G., Second in Command of the Channel Squadron.

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THE NAVY & ARMY ILLUSTRATED.

Vol. XIV.—No. 291.] SATURDAY, AUGUST 30th, 1902

REAR-ADMIRAL W. H. HENDERSON.

THE NEW SUPERINTENDENT OF DEVONPORT DOCKYARD.

The officer selected for the important appointment of Admiral Superintendent at the Devonport Yard has had much and varied experience. As captain of the "Conquest" he landed with the brigade under Sir Edmund Fremantle, which went up to punish the Sultan of Vitu in 1890, and was mentioned in despatches. He was Commodore of the second class and officer in command at Jamaica in 1898, and received a captain's good service pension. He was appointed a member of the Legislative Council of Jamaica and member of the Privy Council of that island in 1900.

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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

**** We regret that the name under the photograph of His Majesty King Edward, published as a frontispiece to last week's* NAVY AND ARMY ILLUSTRATED, *should have been erroneously given as Haines. It should have been stated that the picture is the work of W. Heath and Co. of Plymouth.*

A Useful Friend.

MANY people who like to look "right through the deeds of men," and to find the mainsprings of public action, have been wondering lately why we in England take so much trouble to be pleasant to successive Shahs of Persia. The populace have got into the habit of following a Shah about and waiting for hours to see him get in or out of a carriage. They have caught the habit from their fathers, and even their grandfathers, for it is close upon thirty years since the late Shah paid the first visit which created so much excitement, and even gave birth to a popular street song. All they think of is that they must not miss the chance of seeing, and being able to tell their children that they have seen, the despotic ruler over many millions of Orientals in a country that has had a famous history ever since the earliest recorded times. But for what reason did the King appoint his nephew to receive Muzaffer-ed-din and to show him the sights of London? Why was Marlborough House placed at his disposal? Why did we hold a special review at Woolwich for his edification? Not simply because we are pleased to see him, but because he is very useful to us as a friend, and would be an awkward enemy if our friendly relations should ever be interrupted.

The Persian Empire lies between India and Afghanistan on the one side and the dominions of Russia upon the other side. British policy is, and always must be, largely influenced by Indian considerations. The belief which prevailed some years ago—that Russia had designs against our Empire in the East, and was only waiting for an opportunity to carry them out—now finds fewer professors. We hold that there is room enough in Asia both for Russia and for Great Britain. Russian statesmen mostly declare that this is their view as well. But the best way to keep off an attack is to be prepared for it in case it should come, and, although we may have no particular suspicions of Russian perfidy, yet in world-politics anything may happen at almost any moment, and whatever does happen generally comes off unexpectedly. So it is rightly regarded as a very important branch of our policy to keep on good terms with the states which border upon our great Asiatic dependency, and to make sure that the road to India is in no danger of being suddenly closed to us in the event of an outbreak of war. It was to our interest, therefore, not only to make the Shah's stay pleasant, to send him away with attractive recollections of Crystal Palace fireworks, and Empire ballet and circus riding at the Hippodrome, and to make him feel that we really are a people worth knowing, with a capital well worth a visit, but also to give him an idea of our Naval and Military strength, and to hint delicately that it would be unwise for Persia ever to take sides against us.

The "dusky potentate," as the penny-a-liners insisted on calling him, is not fond of the sea, and he took care to arrive in England after the Naval Review had been held. The swell at Spithead would have reduced his Imperial Majesty to the condition in like circumstances of an ordinary mortal with no stomach for the sea. But he saw a remarkable display of horse and field artillery at Woolwich, which particularly interested him, since his own army of 80,000 men possesses 200 field guns of a fairly new pattern; and his visit to the factory where Maxim and Company turn out their Pom-poms and other deadly machines of the latest warlike fashion introduced him to the principles of modern artillery fire, and no doubt gave him a good deal to reflect upon. Here he even relaxed his usual expression of impassive melancholy so far as to make an imperial joke. When Sir Hiram Maxim was speaking into the phonograph for the Shah's diversion, His Majesty said that, though his voice might be low, his guns spoke loudly enough for him.

We may hope, too, that what the Shah saw of British enterprise in trade, and of the evidences of our commercial prosperity, will have the effect, when he returns home, of inclining him to look favourably upon plans for developing his own Empire. Up to now he has refused to allow railways in the country. He is very nervous in the train when he comes to Europe, and constantly sends messages to the engine-driver to slow down. British merchants have done a good deal to improve the caravan routes, and one firm is running steamers on a Persian river. But there is a great field for enterprise in the direction of improving communications, especially in the south and south-east of Persia, where British influence is paramount, operating, as it does, from our Naval station in the Persian Gulf. In the north is the sphere of Russian influence, and here the trade arrangements are far more complete. Half the whole body of Persian trade, in fact, is with her northern neighbour, while Great Britain only secures a quarter of it. Our methods are in too many ways slow and old-fashioned. Russia goes ahead, taking every advantage of modern ideas of industrial progress and commercial activity.

Between his two powerful neighbours the Shah has to steer a careful course. Great Britain and Russia have exchanged assurances affirming that their policy is to maintain the integrity of Persia, but diplomatic affirmations can easily be forgotten at need, and even our hand might be forced by events, as it has been in Egypt. For the present, however, he has nothing to fear, and in any case he has just had proof that Great Britain, at all events, esteems him highly, and is anxious for the true welfare of his people and his dominions.

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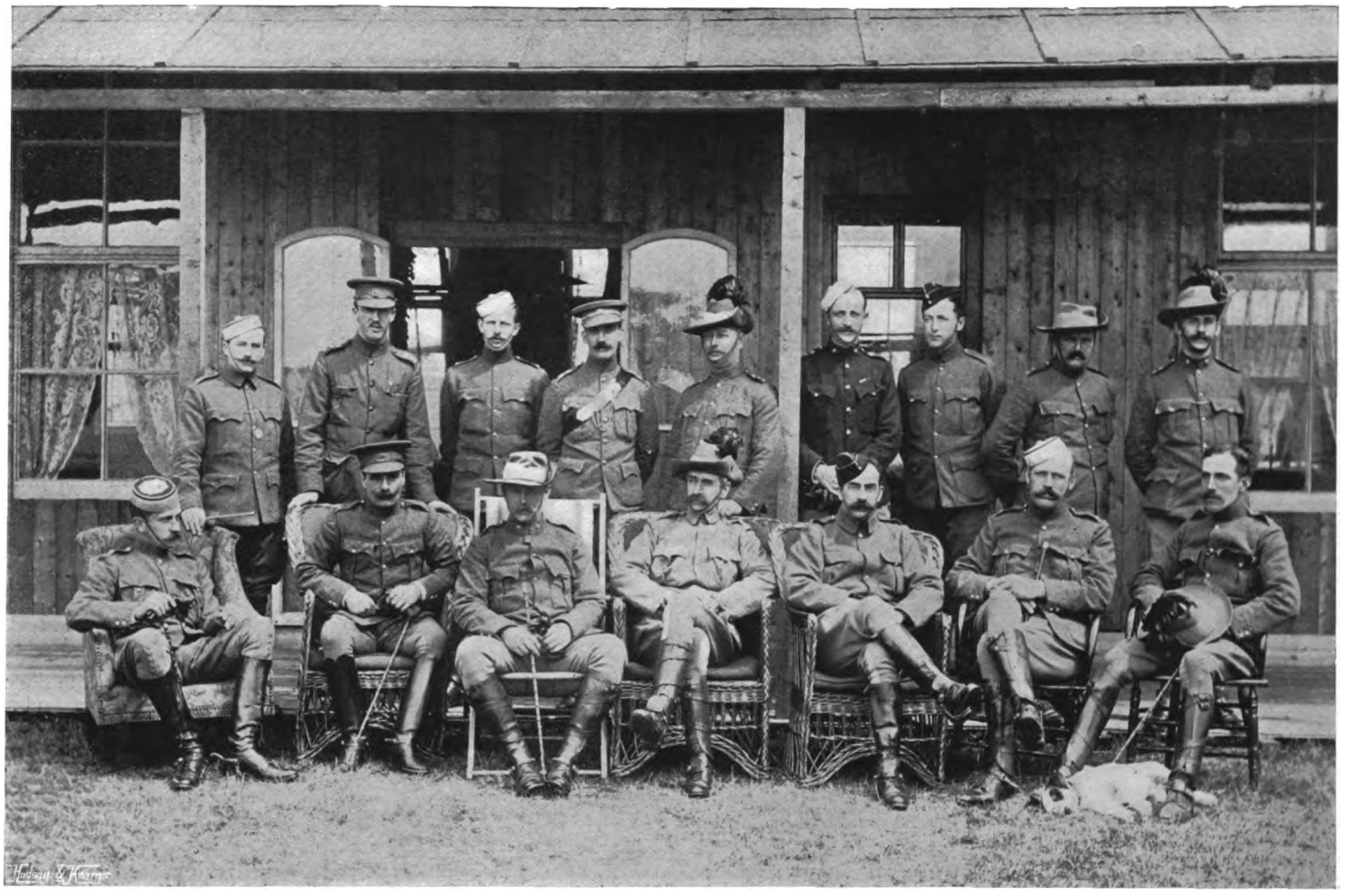
THE BRAIN OF THEIR REGIMENTS.



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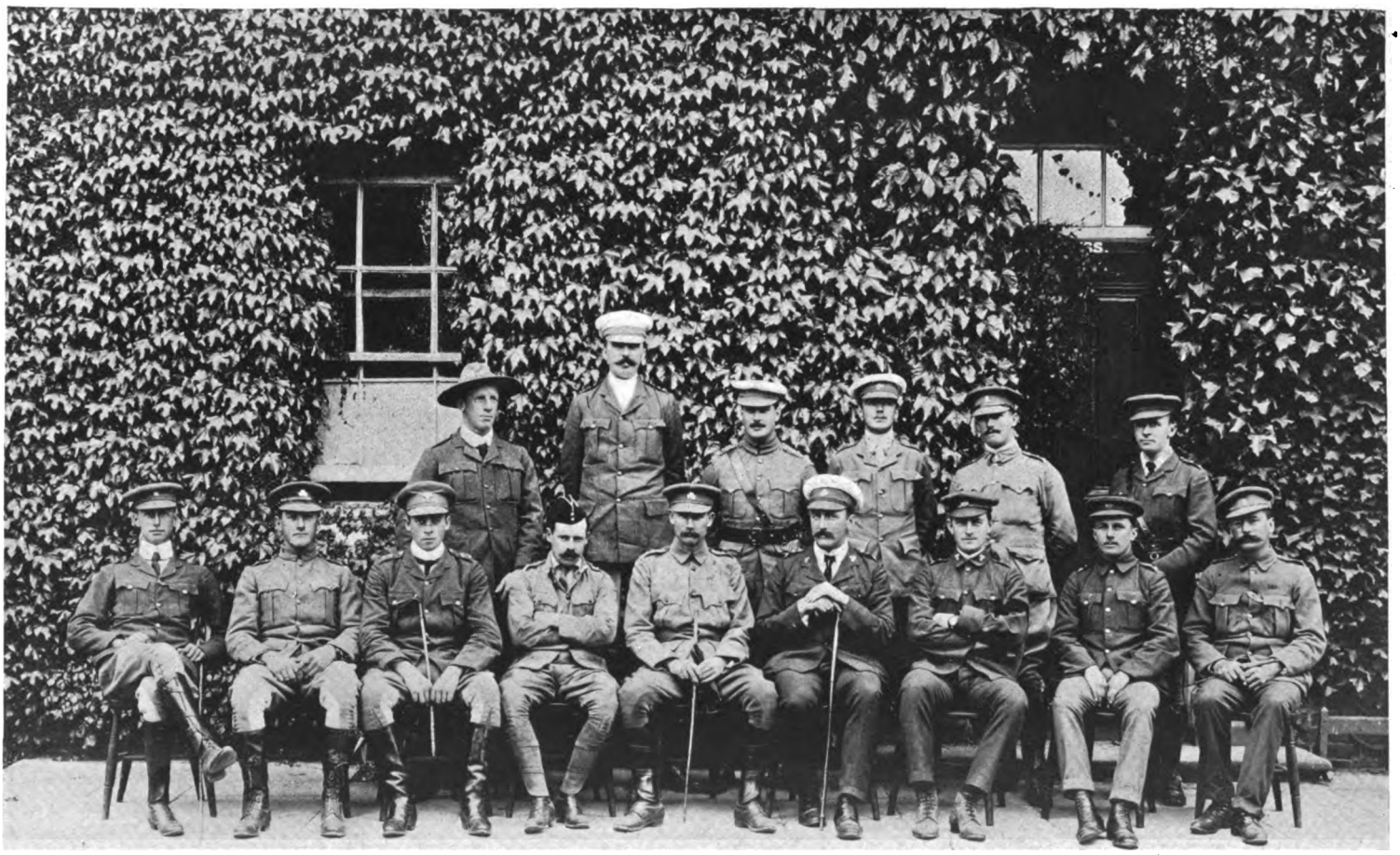
COL. E. R. G. HOPWOOD AND OFFICERS OF THE LANCASHIRE HUSSARS I.Y.

Reading from left to right the names are—Back row: Surg.-Maj. D Harrisson, Capt. and Adjt. . . . . , Lieut. A. L. Pilkington, Capt. W G. Dixon, Capt. E. S. Pilkington, Lieut C. Dewhurst, Maj. H. McCorquodale, and Lieut.-Surg. Street. Front row: Capt. the Earl of Sefton, Maj. T. A Earle, Maj. Sir H. F. de Trafford, Bar., Col. E. R. G. Hopwood, Maj. W. L. Pilkington, Maj. the Earl of Lathom, and Maj. J. H. Stock.



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OFFICERS OF THE 17TH BATTALION I.Y. RECENTLY RETURNED FROM SOUTH AFRICA.

Reading from left to right the names are—Back row: Capt. E. J. G. Upton, Capt. W. Gill, Capt. H. H. Syer, Lieut. H. L. Thomas, and Lieut. D. G. Phillips. Front row: Lieut. A. L. Linstott, Lieut. A. Silver, Lieut. A. R. Barker, Capt. H. H. Hewlings, Col. F. L. Banon, Capt. J. F. Devenish-Meares, Lieut. A. H. Grey, Lieut. E. L. Lester, and Lieut. and Quartermaster F. G. Walker.

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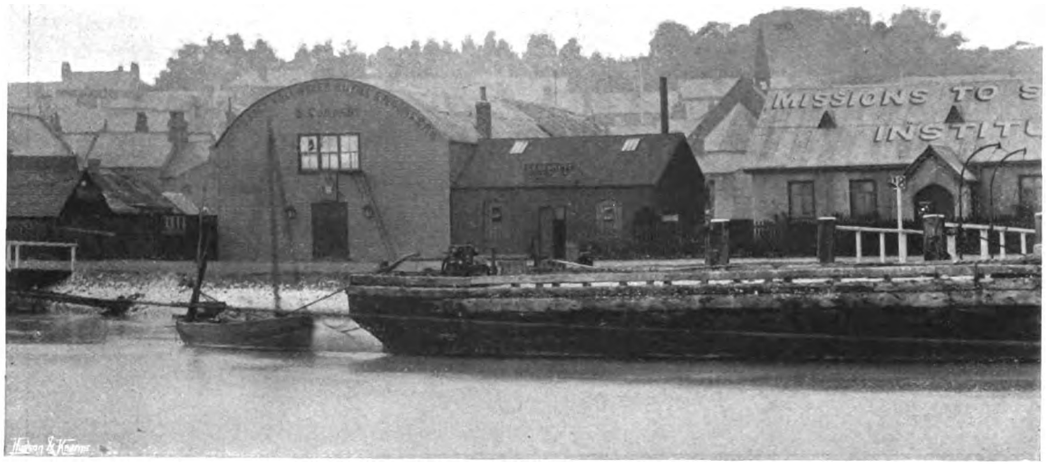
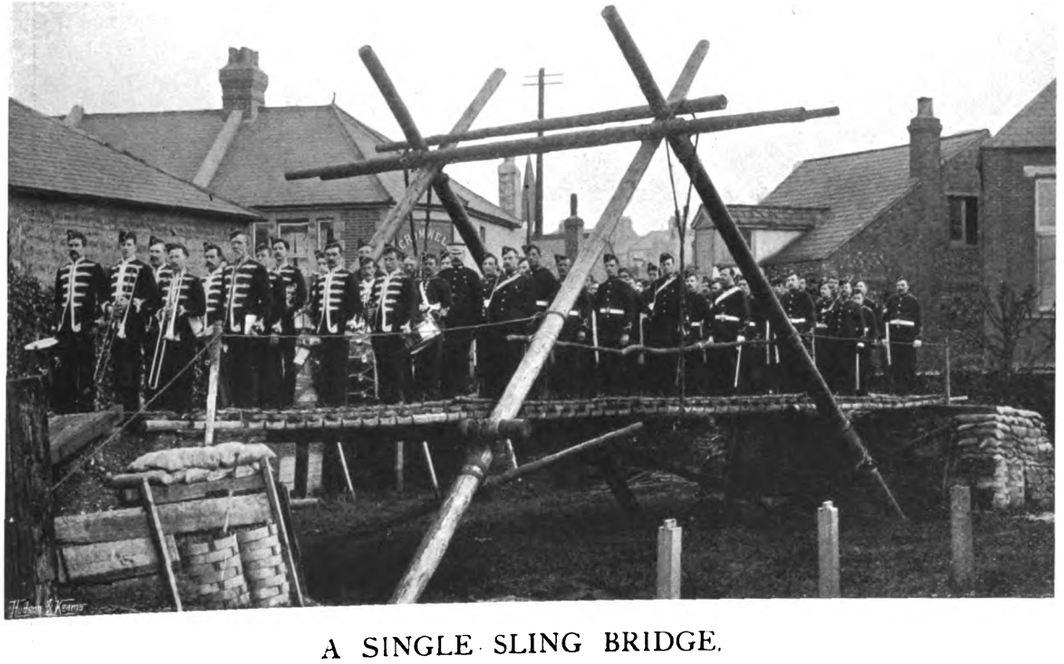
1ST SUSSEX ROYAL ENGINEERS (VOLUNTEERS).



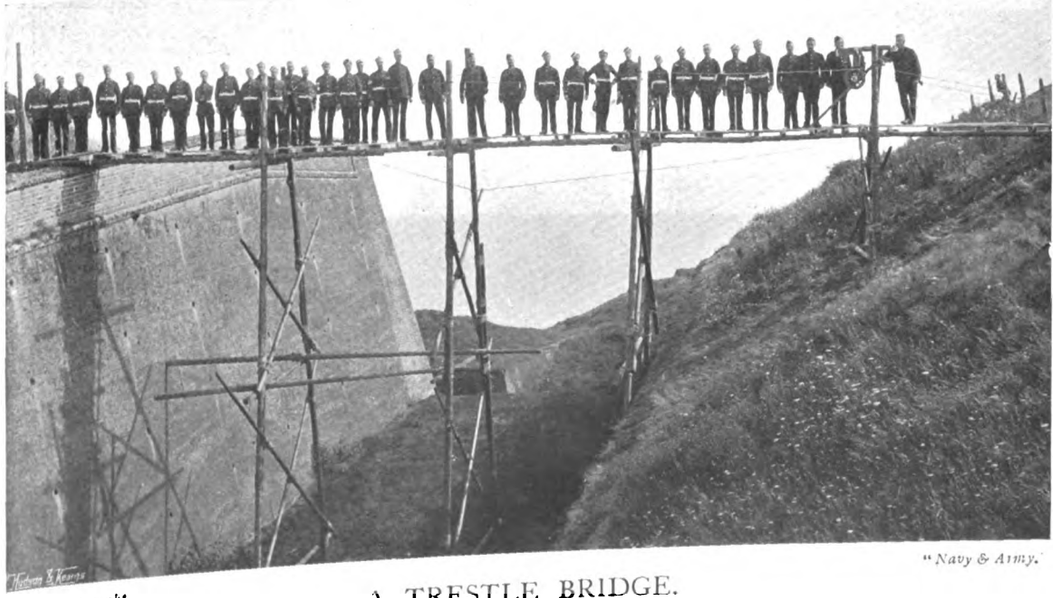
THE DRILL HALL AT NEWHAVEN.

Very conveniently situated alongside the water.



A SINGLE SLING BRIDGE.

Capable of bearing a tremendous weight and strain.



"Navy & Army."

A TRESTLE BRIDGE.

Hardly finished, yet built with great skill and good judgment.

Photos. Copyright.

IT must be obvious to anyone with even a slight knowledge of military work that an outlying company situate in a small town has many difficulties to contend with, but how these difficulties have been overcome by B (Newhaven) Company the following lines will show.

The company quarters are at Newhaven, Sussex, a small seaport of about 7,000 inhabitants, and two hours by rail from the headquarters at Eastbourne. The company was formed in 1892, bringing the strength of the battalion up to three companies, and was practically without an instructor for the first two years, and without a resident officer for the first six years, but the non-commissioned officers (of whom the present captain was for six years company sergeant-major), with the able assistance of the present instructor, who joined the company in 1894, an instructor gifted with the rare qualities of discriminating between a Volunteer and a Regular, faced the situation and brought the company to its present state of efficiency, which is second to none in the battalion, consisting now of twelve companies. The question of stores is one that often taxes the ingenuity of the captain. It is not known whether there is as much red tapeism in the orderly-room of the battalion as there is said to be at the War Office; but this company after ten years has never received its proper allowance of War Office stores, yet it still lives in spite of that fact.

The illustrations will give a small idea of the work of this company. The trestle bridge is over 30-ft. high, made of composite spars, and was built in seven and a-half hours. The whole of the material had to be carried a distance of half a mile, having been previously borrowed of a local builder, except the lashings, which are company property, and not War Office stores.

The other picture shows a single sling bridge, span 53-ft., with almost the whole company on it, and the adjutant, who is there to inspect the work. The band also is present. This is the company band, not the battalion band, and, as its name implies, is supported solely by the company.

The only time this company has the opportunity of working with the remainder of the battalion, and with a proper complement of stores, is during the annual camp.

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ROUND THE MILITARY CLUBS.

By RANGE-FINDER.

DUKE OF YORK'S SCHOOLBOYS.

What Soldiers are Thinking, Saying, and Doing.

IMPORTANT military events have heaped upon each other during the last week or ten days. Immediately after the Coronation two important reviews took place at Buckingham Palace of Colonials and Indians, then almost directly afterwards we had the landing in England of the three chief leaders of the late Boer resistance. It may not be quite within my province to deal with Indian and Colonial troops, but I have during the last few days heard such considerable comment upon these two reviews that I think a short reference to them will be justified. I will deal with the Colonials first. As one reads about this review in the paper, it was a very brilliant and gorgeous affair, and the King was enchanted, and all the Royal *entourage* with him. This is for the public swallow, and has, I doubt not, been sufficiently digested in the right quarters; but, as a matter of fact, considerable annoyance has been felt at the behaviour of the said Colonial troops while being honoured by the King's presence. In the first place, after they had received their medals the men all returned to their original alignment and "lit up" cigarettes and pipes, which is hardly deferential to a Royal presence, while upon any parade in review order it is unsoldierly. But that is not all—they made free use of the King's private gardens as if they were an extensive moor or rubbish heap. This, apart from all soldierly considerations, is hardly the manner in which a private garden should be used. The officers made no attempt to restrain the men. Of course, the men can claim ignorance of the dictates of ordinary etiquette; but one is rather inclined to regard the common failing of most of the Colonial troops, with which we have been brought into contact by the war, as the cause of this violation of all etiquette—the mistaken impression that by flagrant acts of rudeness the man is showing his independence. It is such a pity, since the finest gentleman in the world is not found in the sleek, clean-limbed aristocratic, but in the rough diamond whose ragged exterior covers every quality of the inner pure water. The affair to which I have referred was rendered the more conspicuous by the exemplary conduct of the troops which took part in the Indian Review on the succeeding day.

The most interesting point in the Indian Review was found in the fact that the Home District Staff had awakened to the grievous error which they had made upon the occasion of the original inspection by the Prince of Wales on the Horse Guards' Parade. Then, in violation of all precedent, they had placed the contingent of Indian Volunteers on the left of the line. But in Buckingham Palace Gardens the Europeans, following the tradition bequeathed by the old East India Company, took the right of the parade, and were the first to salute their Emperor and receive their medals from his hands.

"Agé, Agé, Gora chala, piché Hindustan."

Thus runs the old war ballad sung by the Native troops who stood loyal to us in the Mutiny, which upon literal interpretation would read, "In front, in front, go the British troops, behind follow those of Hindustan!"

We now come to the arrival at Southampton of the Boer Generals. As I foresaw, the British public have not been slow to forget the doings of the past, which I went to some trouble to point out in these columns, and De Wet, upon arrival, was singled out by the crowd at Waterloo Junction as the hero of the moment. "Good old De Wet!" I only wish that some of the jaded enthusiasts in that crowd of hysterical sightseers could have suffered under De Wet's cruel *sjambok*, as I have seen evidence of unfortunate British soldiers having suffered, then perhaps they would have met the man with more becoming dignity, and would not have been so ready to receive him as a popular hero. As a matter of fact, the arrival of the Boer leaders furnishes a very interesting study. However much we plume ourselves that the Boers have shaken off their connection with the ex-President and the Leyd's gang, yet from what was witnessed at Southampton on Saturday, August 16, it is evident that the Boer Delegates, as they call themselves, still possess considerable influence with the prime movers in the Peace party. There is no doubt that the refusal to attend the Naval Review was prompted by the presence of Mr. Fischer, who met the mail boat in which the Generals were travelling at Netley. Those who were present at the interview between Botha and Lord Roberts's representatives say that the refusal was at first blunt, but that Botha's attitude thawed somewhat a little later. But the fact is that they deferred to Fischer on all points and allowed themselves to be guided by his advice, the cohesive state being intact between them and Paul Kruger's *entourage*. It may be that as the Ex-President has possession of the State money-bags, they consider it expedient that they should still mollify him in order to secure a portion of this money for the repatriation of their fellow-countrymen. Or it may be that the cost of the present trip is being defrayed by the so-called Boer Government, and the three have to obey orders unless they wish to see the strings of the money-bags drawn tight. But I hardly think that the latter is the direct motive, since after the signing of the Peace there should be no tightness of banking accounts to any of the Boer leaders who put their signatures to the protocol. The fact that the signatories were so many supports the inference that there was some plunder going on somewhere. It is interesting to notice that amongst those named as having made prominent effort to meet the Boers were Dr. Clark and Miss Emily Hobhouse. Miss Hobhouse has, therefore, declared herself in her true colours, those of Dr. Clark, and manly men like Louis Botha and Koos Delarey will think as much of the good offices of a man who sides with his country's enemies as we do.

I understand that it is intended to carry out at Sandhurst much of the reform suggested in the Report of the Educational Committee. This means that the present Governor, General Markham, will be retired, and the whole management of the College will pass into the hands of younger men. I am not sure that I am prepared to endorse the compulsory retirement of the Governor. The canker at the heart of Sandhurst did not lie in the Governor's quarters, who is really a nominal figure-head, but lower down in the directing scale. In my opinion, put forward with all humility, it is only fair to the Army that there should be certain sinecure billets to be filled by deserving soldiers who have served their country well, and who have not succeeded in securing one of the few plums in senior ranks, or who deserve a better treatment by the country than compulsory retirement at a certain age. Such billets furnish an inducement to men to serve on, and it could easily be made possible by a standard of qualifications to make them, as they are now, for the most part, the gifts of personal patronage. A figure-head is good for a community, otherwise we as a nation might possibly be a Republic; and a figure-head did Sandhurst no harm. Everything depends upon the officer who has executive charge, not nominal charge, of any institution; and let us hope that the change of blood which is promised with the appointment of Colonel Kitson, late of the Rifle Brigade, will, at any rate, be a grafting that will be for the much-maligned institution's good.

A certain revulsion of feeling is making itself felt with regard to the general condemnation of the British officer. In conversation the other day, a very senior officer recently

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returned from the front gave it as his opinion that of all branches of the Service, the officers of cavalry had, taken as a whole, furnished the most intelligent working soldiers during his three years' experience; he quoted in the category of successful leaders Baden-Powell, Allenby, Garrett, Rimington, Edwards, Scobell, Bethune, Haig, Gough, Grenfell, and Byng, as eleven men who had commenced the war as juniors, and in whom the direction could repose every confidence. And speaking of mere juniors, he found that, apart from the theory of war, which at the present moment is problematical, the cavalry officer had shown more intelligence in the field than any other branch in the Service. This is testimony which cannot be lightly passed by, as it is possibly the best professional opinion to be found in the Empire.

MARTIAL MUSIC.

THE two pictures which we have the pleasure of placing before our readers on this page go to show the distinction between military bands in peace and in war. That of the 1st Royal West Kent Regiment is at present stationed at Malta, while the picture of the 3rd King's Royal Rifles comes from Machadodorp, Transvaal. A large number of civilian folk hold the erroneous belief that when a regiment goes on active service its band is always left at home. This is hardly the case. When a regiment goes from home on active service, if its absence is expected to be prolonged, the band nearly always goes with it, the members acting as ambulance men and stretcher-bearers. If, however, the regiment's absence promises to be of only short duration, the band remains behind. During the Indian Mutiny a large amount of valuable service, in the way of ambulance work, was performed by bandsmen of different regiments. Military bands differ from full orchestral bands in being wholly composed of wind instruments and drums. The musical instruments provided by the Government for the various arms of the Service are confined to trumpets and bugles for the cavalry and artillery, and fifes, bugles, bagpipes, and drums for the infantry and Highland regiments. In order to furnish the other instruments and accessories, the officers each contribute, in addition to a fixed sum on appointment to a rank above subaltern, a certain sum every year to a band fund. In rifle regiments, where the bugles are predominant over the fifes, a separate bugle band is often formed.

With regard to military band-masters, up to 1857 these were almost exclusively private individuals, mostly foreigners, who were employed by the officers to instruct the band, and young bandsmen were taught by them and the band-sergeant. In 1857, however, a Military School of Music was instituted by the Government at Kneller Hall, Twickenham, which, although at first partly supported by a contribution of £10 annually from each regiment, was eventually taken over by the Government in its entirety, and the Government now takes all responsibility for its up-keep and pays all expenses. The principal object of this school is to train promising men, chiefly band-sergeants who have been recommended by their commanding officer, for the position of band-masters, and those who have heard a good band conducted by one of the pupils of this school can vouch for the excellence of their music. The Army at the present time is altogether supplied with band-masters from this college, the average number who leave to join various regiments each year amounting to about twenty. We may be sure that a band-master trained at this school would not allow his band to make such a curious mistake as happened when the bands for the Soudanese regiments were first formed. It is related of one of these that on the occasion of its attendance at a funeral, the first time it had been engaged on so sad a ceremony, and when it was expected to give a fairly good rendering of the "Dead March" in "Saul," the audience, who were inclined to be rather mournful, were surprised, and doubtless somewhat shocked, to hear burst forth, not a sad funeral dirge, but a very lively little tune entitled "Up I Come with my Little Lot."

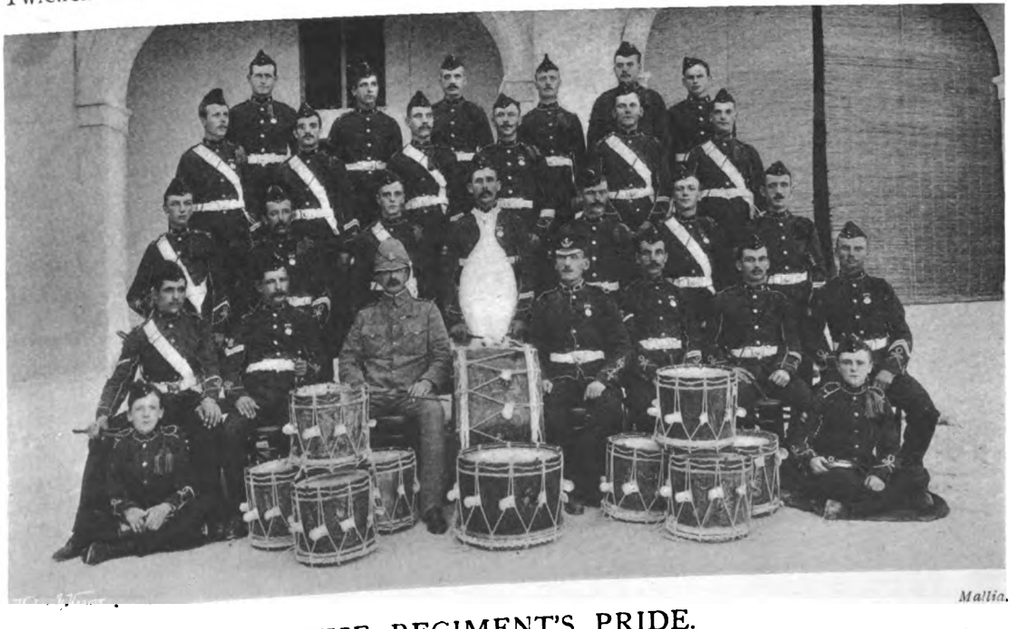
Martial music seems to have a strange power of attraction over all. Who has not, when a regiment playing a quick step march has passed him in the street, whistled the tune as the men marched past, and eventually been unable to resist the temptation of marching by the side of them?

A regimental band is very often engaged to play at various places by private individuals, the proceeds of these little outings being divided among the bandsmen. Of course, permission for so doing has to be obtained from the officers, but this is very rarely refused. Taking things all round, the life of a bandsman in the British Army is one not to be despised, but rather just the reverse.

Photo. Copyright. "Navy & Army."

BANDSMEN OF THE 3RD KING'S ROYAL RIFLES.

These men served with their regiment throughout the South African Campaign which has just ended.



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THE REGIMENT'S PRIDE.

Drums of the 1st Royal West Kent Regiment, with their popular commanding officer, Col. Harrison, in their midst.

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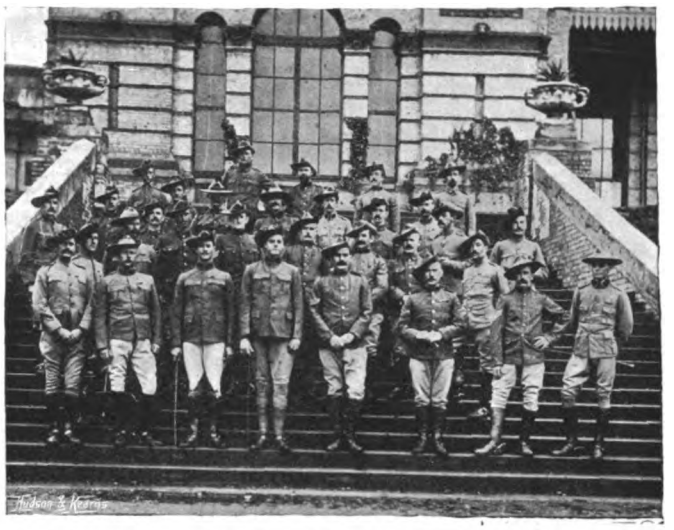
BRITAIN BEYOND THE SEAS.

By IMPERIALIST.



OUR DEPARTED VISITORS.
The Cape Colony Contingent.

A Weekly Study of Colonial Naval and Military Interests.

AT first sight it would seem that the Colonial Conference has been, if not by any means a fiasco, at any rate productive of rather disappointing results. In no one direction does it appear to have fulfilled completely the expectations of a sanguine public, while in that of Imperial Defence the progress made fell very far short of what many who thought themselves reasonable critics and students foreshadowed. Practically speaking, the only definite conclusion arrived at with regard to Imperial Defence was the adoption of a resolution regarding increased contributions from the Colonies to the Imperial Navy, and even this has to be submitted by the Ministers to their respective Legislatures before anything final can be arranged. Compared with the anticipations formed, even in some official circles, this does not seem a very long step towards Imperial Federation for defence purposes, while in the light of such a cautious and qualified decision the cut-and-dried "schemes" of visionaries, to which we ourselves have been constrained to make not very complimentary reference, appear very ridiculous indeed.

Yet, looking at what has occurred with the wisdom which develops so rapidly after the event, it is not easy to see how any other result could have been secured. From the first it was evident—and nowhere was this point put more clearly than in NAVY AND ARMY ILLUSTRATED—that, whatever might be the pitch to which popular enthusiasm had raised the discussion of Imperial Defence questions in their respective Colonies, the leading Premiers at the Conference were not the men to be led out of their depth by any considerations of pure sentiment, when the latter were opposed to matter-of-fact requirements. Each of the three most prominent of these—Sir Wilfrid Laurier, Sir Edmund Barton, and Mr. Seddon—were men of business and action first, and men of heart afterwards, so far as the purposes of this Conference were concerned, and each had his bargain to make with the Imperial Government in the matter of preferential tariffs, before he entered specifically into the matter of Imperial obligations on the Colonial side. Even Mr. Seddon, who goes so much further and faster than the other two, and who at a recent banquet described the previous and cautious speech of Sir Edmund Barton as "a brake upon New Zealand's motor," is probably not greatly displeased with what he has achieved in regard to tariff concessions, and will go back happy in the thought that two-thirds of his mission has been successfully accomplished. Sir Wilfrid Laurier from the first disclaimed any intention on Canada's part to dive very deeply into the Imperial Defence question at the Conference, and Sir Edmund Barton, as Premier of a Commonwealth in which some States can hardly be described as having attained complete and lasting prosperity, will not be blamed by anyone for adopting an attitude of peculiar caution and some reserve.

Turning to the actual annual subsidies which have been mentioned as the proposed contributions from the various Colonies to the Imperial Navy, it may well be doubted whether in one or two instances the sums announced will be passed by the Colonial Legislatures concerned without considerable, perhaps even acrimonious, discussion. As we pointed out months ago, it is idle to ignore the fact that, rightly or wrongly, a very large section of the Australian public wants, and will be contented with nothing less than, an Australian Navy, and there will certainly be not a few ardent spirits who will oppose the £200,000 a year subsidy on the ground that the Commonwealth could almost as well afford to have ships of its own, and that this would be a more dignified and generally satisfactory proceeding. This view has recently been forcibly, and withal temperately, indicated by "A Colonial" in the *Pall Mall Gazette*, who, although he himself is not in favour of the idea, says plainly that the drift of Australian opinion is in favour of owning and controlling its own squadron. Australia frankly admits that what it has paid hitherto by way of subvention to the Imperial Navy has not covered anything like the cost of the Australian squadron, but against this is set the absence of any controlling influence and the dissatisfaction which is caused whenever the Imperial Government detaches the squadron, as it did during the Chinese crisis, for temporary duty elsewhere. Briefly, the argument is that the insurance for which a heavy premium is paid is subject to conditions which make it difficult to regard the policy as what lawyers call "an indefeasible security."

The counter-argument of the Imperial Government is that, in accepting a responsibility of this kind, it knows very well what it is doing, and that in any such case as the Chinese crisis it was fully justified in leaving Australia for the moment unprotected, because, by making an adequate demonstration in another direction, it crushed the possibility of further trouble. But there is a more powerful argument still against separate Colonial Navies, and that is the risk that one of them may at any moment plunge the whole Empire in a devastating war. As "A Colonial" remarks: "Conceive, for example, as might easily happen, that a Prime Minister of the Commonwealth should, under pressure of popular opinion, make an offensive demonstration before New Caledonia, or even in the New Hebrides." It is not too much to say that war with France would inevitably follow, for France is beginning to regard the future of the New Hebrides, especially, very seriously, and if France took steps to admonish Australia no British Government which declined to go to the latter's assistance would find life worth living for long.

It remains to be seen whether the basis laid down at the Colonial Conference will prove a sure and lasting foundation. In that basis the view of the Imperial authorities finds, of course, support, and the fact that in some cases the increase on former contributions is very considerable cannot but be moderately satisfactory to the Admiralty. But perhaps the chief hope of Australian acceptance of the scale of contributions lies in the fact that the Commonwealth will be asked to contribute officers and men as well as money to the local squadron, and, although at the time of writing nothing very definite has transpired on this subject, it is suggested that the enhanced contributions will be largely expended in improving the squadron and enhancing the payment of those employed in it.

When from the Naval we turn to the Military aspect of the question, we find the results of the Conference wholly indeterminate. Canada and Australia appear to have declined altogether the invitation of the War Office to consider even the possibility of finding some "least common multiple" of local forces which might be regarded as set apart for Imperial purposes on an emergency. These two great Colonies contented themselves with promising to keep their local forces in a state of efficiency, "relying on the willingness of the people to assist the Imperial Government in an emergency, as they did in the South African War." Thus crumbles the edifice of hopes which for months past has been industriously reared by those who failed to understand that military service in time of peace may be regarded at a very different angle in the Colonies from that at which it is regarded at home. We do not propose to enter at all closely into the causes or possible consequences of this clear expression of Canadian and Australian opinion. But it is probably a fact that want of confidence in the British War Office has a good deal to do with the reluctance thus shown to fall in with the scheme which Mr. Brodrick is said to have brought forward in the hope of being able to secure for it the support of the Colonial Premiers. Where even the Admiralty fails to inspire completely respectful acceptance of its views, it is hardly surprising that the War Office in a state of transition, some say not far removed from one of flux, was not able to impose its wishes upon men like Sir Wilfrid Laurier and Sir Edmund Barton.

On the other hand, a word must be said as to the apparently dignified position taken up by Canada and Australia. It will be remembered that a few weeks back some straightforward remarks were made in these notes as

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to the different views of the term "military efficiency" which may be, and, we think, are, entertained in the Colonies, and not only in Great Britain, but in Europe. That Canada and Australia will keep their local forces in a state of efficiency—from a Canadian and Australian standpoint—may be taken for granted, and in two out of three possible Imperial emergencies we might want no better assistance than we should receive in the shape of such glorious contingents as went to South Africa. But the strength of a chain is the strength of its weakest link, and a system of Imperial Defence which does not make full provision for such contingencies as opposition to first-class, up-to-date Continental troops is not all it ought to be. We cannot afford to set the very best of partially trained soldiers in the first line against the perfectly drilled, exercised, and equipped forces of the Continent, and if Colonial forces continue on their present lines we could not hope to make one-fifth as much use of them in the event of a very great war indeed as we were thankful to do in South Africa. Let this thought mingle with the possible satisfaction felt by Canada and Australia in declining to abandon any portion of their complete control of their own military forces. Speaking the other day at Melbourne, Mr. Deakin, the Acting Prime Minister of the Commonwealth, said that no Colonial force under War Office control could have furnished such effective soldiers for South Africa as the Volunteer contingents had furnished. That may be admitted, but, *per contra*, if the enemy had been a Continental Power, it is conceivable that Lord Roberts would have preferred a battalion of British regular infantry to a brigade of Canadian backwoodsmen, and that Sir John French would have felt less confidence in a regiment of Australian horse than in a squadron of British Lancers or Hussars.

THE HIGH COMMISSIONER AND HIS RETAINERS

THE most valuable life in South Africa at the present moment, to Dutch and English alike, is that of Lord Milner, the High Commissioner. Consequently it is quite right and proper that His Excellency should be furnished with a bodyguard. South Africa, and especially the "Gold Reef City," where Lord Milner has his headquarters, is a country of mixed nationalities, and in many cases a collecting ground of continental "ne'er-do-wells." During the short period of British occupancy we have seen incipient treason, and the police have discovered plots and treasonable initiative against the representatives of British authority. For this reason alone it would be necessary that armed men should be near the person of Lord Milner, not because we believe that there is any grave fear for his safety, but to inspire such as might be taken with the revolutionary and fanatical spirit with the impression that difficulties and bodily hurt stand in the way of those who would have unauthorised access to the High Commissioner. Moreover, it is necessary that the dignity of the position of His Majesty's Chief Representative should be maintained, in spite of Lord Milner's distaste for anything in the nature of Court display. A great change has come over the position, both social and political, of the leading Minister of the British Government in South Africa. A few years back, when Lord Milner first took over the satrapy in Cape Colony, the Governor-Generalship was a small thing in comparison with the present position which he holds as High Commissioner for five Colonies in the great Southern Peninsula. We have only to turn to India to see the most magnificent display of court and colour to maintain the dignity of the Viceroy's position. In the East this is a positive necessity, for the native of India has for generations been taught to assess strength and power by the amount of display employed in supporting it. It is not necessary, of course, to go to this length in South Africa, but a certain amount of display has its advantages even with the cosmopolitan inhabitants of the larger towns in South Africa.

It is a strange community with which the High Commissioner has to deal, a community which can find no parallel in the Old World. Here, the general opinion is that Johannesburg, the hub of the Transvaal, is but a city of Hebrews and Peruvians. It is true, these are the people most in evidence, but they do not by any means represent the leaven of the populace, and although the leaven does not make itself felt, by thrusting itself into public notice, yet it is the better class in Johannesburg which really voices the feelings of the people, and will ultimately furnish the reins of government in the new Colonies. It is from this class that the Imperial Light Horse was originally drawn, a class of man whose position in the social strata in England would be classed as that of the upper middle class, or the man of public school education. It cannot for a moment be anticipated that these men who furnish the real influence upon the Rand have so far deteriorated in three, five, or ten years, that they are no worthy of a better classification than the scum of the earth attracted to a go d-mining centre. Yet it is from the latter that the public appear to draw their conclusions. Lord Milner, however, is shrewd enough to have perceived the value of the British-born Colonial, and we are glad of the opportunity which the picture of the High Commissioner and his bodyguard has given us of vindicating the character of a community which it would appear has been completely misunderstood in this country.

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A NEW PRINCIPALITY.

The High Commissioner for South Africa and his bodyguard.

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THE "HANDY-MAN."

TEACHING CAVALRY HORSES TO SWIM.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

THERE is at first sight something very puzzling in the comparatively slight and inefficient use which was made of fleets in the ancient and mediæval worlds. They undoubtedly used them much, and fought a great deal at sea. The old Greeks certainly knew the value of a great sea power as well as we do to-day. It is only necessary to read the words put into the mouth of Pericles by Thucydides to learn that the Athenian of that time knew as much on that subject as we do. All the nations of antiquity which had anything to gain by possessing war-ships took care to provide them. The Western Mediterranean was the scene of many Naval campaigns long before the Punic Wars, and when Rome was only a Latin city with a small territory. Carthage had to fight hard against a coalition of the Etruscan cities and the Greek colonies. All through, in fact, and without a break, we hear of fleets, arsenals, and regularly organised corps of rowers under the Republicans, Greek, Roman, and Carthagenian, and under the Empire while it lasted, which in the East was till the fifteenth century, but superiority of Naval power never saved any of the antique States from destruction. Athens and Carthage both fell before enemies who were greatly their inferiors in maritime skill. When they had perished as independent Powers, and the Romans were masters of the world, they again were, according to our ideas, strangely awkward and timid in the use of their fleets. Cæsar crossed from Brundusium to Dyrrachium under the very nose of the Pompeiian Fleet with mere fishing-boats and transports. At a much later period, when Constantine was fighting for the Empire with his rivals in the East, they had the fleet and he had none. Yet he conquered, and he thought it safe to strip Italy of troops. One would think that he must have laid himself open to a ruinous counterstroke; but he won.

* * * *

The mystery is, however, easily explained when we remember the quality of their war-ships. Whatever mystery there may still be as to the construction of a trireme or any of the other of their fighting craft, some things are perfectly certain about them. They must have been small, because they depended on their oars. They were, for the same reason, of low free-board. Therefore, though they used sails, it can only have been when before the wind and when running free. They cannot have sailed on the wind in rough weather. We know that they took down their masts before fighting, and that whenever an admiral could he left his spars on shore. Then, again, they were crowded with men, both rowers and fighters, and had no space to carry stores. All the conditions, therefore, tended to tie them to the shore. It was constantly necessary in a voyage to land for water and food, which were taken by force in foreign territory. The health of the crews, too, made it necessary to land them frequently. So there could be no long voyages across the open sea for a war fleet. The round or merchant ship which went by sail could afford to lose sight of the land. The war-ship could not, except for short runs from Sicily to the coast of Africa, or similar spaces. It might very well happen that a fleet might be embayed with the wind blowing straight on it, and perfectly unable to stop another which ran before the wind right past its anchorage. In fact, it was by running before a strong south-westerly breeze that Cæsar was able to escape the Pompeiian Fleet, which was embayed on the Albanian Coast. Then it was a long job to bring a fleet from Constantinople to the coast of Italy, to say nothing of the fact that ugly headlands had to be rounded. Capes Maleo and Matapan were ill to turn for a fleet of triremes or biremes or dromons with the wind blowing from the west and south-west.

* * * *

The student of Naval history is constantly brought up, in fact, by the extreme difficulty, not to say the impossibility, of establishing similarity of conditions between the fleets of different periods, and one has to take infinite care not to overrate what can be learnt from the wars of old times—and old times in this case means till 1815. With the soldier it is otherwise. The differences with him are in degree only, and consist in the varying distances at which the enemy can be killed. All the rest has always been the same, or has required only a little adaptation. But a ship which has to creep along the shore in search of water and provisions, and to be constantly beached, so that its men may land, is different in kind from another which can carry three months' provisions and remain under sail all the time, and she is no less distinct from the third which is not stopped by a dead calm, or hampered to any appreciable extent by head winds.

* * * *

Still there remains something which they have in common, and, moreover, they supply us with all the historical teaching we have. The Byzantine Fleet, though nowise an heroic force, had certain points of similarity to modern sea forces, which make it interesting for other than archæological reasons. Now, when we are discussing Imperial Defence and the part the Colonies are to take in the support of the Navy, it teaches us, for instance, that the Emperors had to deal with a not wholly dissimilar situation. Before the rise of the Mahomedan power and before the Arabs took to the sea, they had little trouble. But after this great change had taken place in the Mediterranean they had to consider how they were to protect their scattered dominions in Asia Minor and in the islands which were subject to constant raids. They tried to get over the difficulty by having two classes in their Navy. There was the Imperial Fleet, which had its headquarters at Constantinople, and there were the squadrons of the Themes, or provinces. These latter had their separate organisations, and, if I have understood correctly, were originally quite independent, each with its own "drungarios" or admiral; but as this led to confusion, the squadrons of the Themes were reduced at some uncertain period, but seemingly in the eighth or ninth century, to the position of a sea Militia. The title of drungarios was reserved for the Imperial officer, and the whole force was under one direct command. There remained a distinction in organisation, as there must be between a standing force and a Militia, but when all were mobilised they came under the same authority. The Byzantines, in fact, had a kind of "territorial system" in their Navy, made up of the local corps, and the *corps d'élite* composing the Imperial Fleet.

* * * *

We are working from another starting point, but it may be that we are going to arrive at not wholly dissimilar results

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in the formation of the Fleet. If we are to have the Royal Navy and the Colonial Squadrons we shall reach something not very unlike the Byzantine Imperial and Thematic or Provincial Fleets—in so far as the mere machinery goes. Let us hope the differences in quality will be notable. The Byzantines appear (for there is a good deal that was doubtful, and changes were made at various periods) to have had three permanent "Thematic" squadrons—the Cibyrrhæot, the Samian, and the Ægean. Cibyrra was a town in Pamphylia in Asia Minor. They were not Militia in the full sense, but the word is perhaps the nearest approach to accuracy. But besides this there were other Thematic forces, very similar to the contingents supplied by the outposts among ourselves, in the Middle Ages and under the Tudors. If our Colonial Squadrons develop largely, as they may, then the Royal Navy and they will answer pretty much to the old Byzantine model. The example may not sound very encouraging, but, after all, everything does not depend on organisation, and there are good reasons for thinking that the system will have its advantages. The want of means of rapid communication, and the whole fiscal arrangements of their Empire, made it convenient for the Eastern Emperors to divide their Navy in this fashion. Distance and other considerations may make it no less advantageous for us to copy them, when part of the general resources of the Empire have to come from the ends of the earth in Australia and Canada. The difference of origin does not in itself constitute a cause of weakness when the parts are sound and the general spirit is good. The great fleet which, under the command of Nicephorus Phocas, afterwards himself Emperor by grace of his marriage with Theophano, the widow of Romanus, retook Crete from the Arabs in 902, was composed of sixty dromons and forty pamphylians of the Imperial Fleet, and thirty-five dromons and thirty-five pamphylians of the three permanent provincial fleets, with, I gather, other vessels from other provinces.

CAMPAIGNING IN NORTHERN NIGERIA.

THERE are not many regions left in the map of the world as to which less is known, and in connection with which there are greater possibilities, than West Africa. At present our interests in this quarter are hampered by serious obstacles, of which the absence of any precise topographical knowledge, troublesome as that is, is not the greatest. The territory is enormous—the area of the Protectorate of Northern Nigeria is over 300,000 square miles, and the population of the Hausa States alone has been estimated at 30,000,000—the staff available for administrative purposes is ludicrously small, some of the tribes included are inclined at times to be turbulent, and we have not the best of neighbours in the French.

Our pictures relate to an expedition to Lake Chad, which forms part of the eastern boundary of Northern Nigeria, and in the neighbourhood of which the French have of late displayed considerable activity. Our own interests in the Lake Chad region are principally connected with the former sultanate of Bornu, from which a chief named Fad-el-Allah made, so it is said, raids into French territory. The French pursued and made an end of Fad-el-Allah, and in doing so appear to have transgressed our boundaries. A force of Hausas and Yorubas was accordingly despatched to Bornu under Colonel Morland to ascertain whether the French were still within our territory, and to restore order in the sultanate, which had previously been for some time in a state of anarchy.

That the expedition was successful in the latter direction may be gathered from the fact that quite recently the province of Bornu has been divided up into two parts, Upper and Lower Bornu, each of which is being placed under a separate military administration. Lower Bornu is to be governed from Gujba, which lies between Lake Chad and Lokoja, one of the chief centres in Northern Nigeria, while the Resident of Upper Bornu will have his headquarters, including a garrison of two companies of the West African Forces, quite close to the lake at a place called Kuka. The extension of British military occupation to this remote point is, indeed, an interesting result of operations to which from various causes not much publicity has been attached.

LAKE CHAD NATIVE.
A Bornu warrior in his suit of mail

As to the progress of the expedition, not much, at the time of writing, is definitely known, but there is very little doubt but that it had to make its way through tribes which, had the expedition been worse equipped, or under inferior leadership, might have given much trouble. The country towards Lake Chad is described as open and park-like, with large tracts under cultivation, and well watered. It is thickly populated, and is described as by far the finest country in Northern Nigeria.

It is a grand thing for Great Britain that, when such expeditions in far-off corners of the Empire become political as well as military necessities, there should almost invariably be available both local troops and white officers to lead them. The extension of our system of local forces to East, West, and Central Africa has been one of the most remarkable features of latter-day British Imperial expansion, and with men like Colonel Morland, and his officers, ready to undertake at short notice difficult and protracted expeditions into the almost unknown bush, our advantages in this respect can be utilised to the utmost.

A HALT BY THE WAY.
The expedition on its way up the Bernue River.

PHOTOS. COPYRIGHT
NEARING LAKE CHAD.
A well-earned rest after a hot march.

NECESSARY AUXILIARIES.
A party of carriers ready to start.

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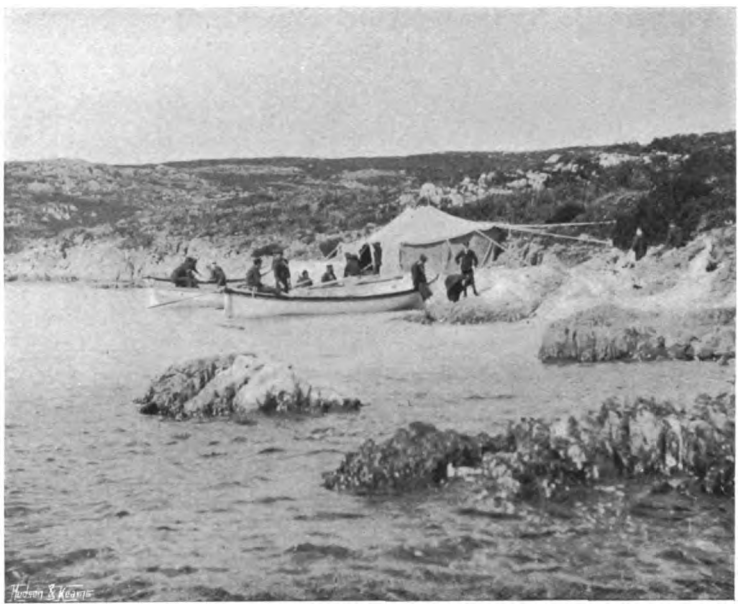
AFTERNOONS OFF IN THE NAVY.

OF all people who travel, few, if any, see more of the places they visit than seamen. It is not that they have more highly-developed bumps of location, but they stay so long on foreign stations and in foreign ports that, with a fair amount of shore leave, they have more chances of getting at little out-of-the-way corners. Jack is not pre-eminently a sightseer. In fact, to most Naval men, a quiet pipe in a shady nook is a much more enjoyable way of passing a free afternoon. In a ship's company there are, however, many different tastes to be consulted when making up a party for an afternoon off. Some, often all, are ready for a swim, then a quiet read, others prefer a good game after their dip; but in any case, whatever their individual tastes may be, all are determined to enjoy themselves and let others have a good time.

Among seamen there are many ardent fishermen, and in tropical climes they have very good sport. In Europe much of the river fishing is strictly preserved, so that disciples of the rod have not much opportunity for indulging their favourite pursuit; but in the wilder countries of the East and South Coasts of America no such restrictions are imposed, and it is not to be wondered at that some marvellous fish stories are sent us sometimes from those quarters.

No afternoon's excursion would be thought complete without a final sing-song round the tea-kettle; and in a sandy cove, with high pines casting a refreshing shade, the land breeze soughing gently in their thick branches, what can be more delightful than to hear the manly voices of Britain's sons rising and falling in the cadence of some old and well-remembered tune of the dear Homeland. Then, as



THE LANDING-PLACE.

A party coming ashore for the afternoon.

the night creeps gently over all, and the song of the birds is hushed in sleep, they pull slowly back to the dear old ship with "a long, long pull, and a strong, strong pull," their thoughts far away in the little homestead on the hillside where at a homely evensong there goes up the simple prayer "for those in peril on the sea." The voices so gay and blithe but a few hours before are hushed now in a flood of happy memories, and who shall say that they have not an object, these "picnickings"? None but old croakers, assuredly.

Life in the "King's Navee" is by no means all work and no play, nor yet is it the other way round. A judicious admixture is the best thing the commander can give his crew, and one who is neither prodigal nor "stingy" with his shore leave is the man Jack most likes to serve with. And not only in allowing the men ashore, but in going with them himself occasionally, in showing that he is interested in their welfare, and in organising excursions to well-known landmarks in any port of call—that is how he wins his way to the men's hearts, and gets that discipline in the ship which is the pride, as it is also in secret the astonishment, of every landsman.

To attempt to describe in any one number of the NAVY AND ARMY ILLUSTRATED the principal places visited would be an impossibility, but a picture one of our numerous correspondents has sent us of the Latomiæ calls for a few words of mention. Situate a short distance from the modern Syracuse, it is famous for the part it played in the Athenian attempt against the ancient town of Syracuse. Here the

AFTER A BATHE.

A comfortable way of killing time.

Athenians were cooped for eight days, exposed without covering of any sort to burning heat by day and freezing cold by night, and in the end the whole expedition perished miserably of hunger and thirst. The modern town is quite in accordance with her fallen fortunes. The streets are narrow and dirty, but nevertheless picturesque, and beggars innumerable accost the passers-by, but there are many scenes worth the attention of the photographer.

It is so, moreover, all over the world. The seaman pops in on some quaint spot without any more ado than ordinary Londoners pay their afternoon calls. In the wilds of South America, delving among ancient Inca remains, or "snapping" the quaint carvings on the wall of some Hindu temple, he is to be met with, gay and happy as a schoolboy out for a holiday; and of his presence in China all our readers are aware from the interesting accounts of outings we have from time to time been able to give in these pages sent by various Naval friends.

No seaman who can afford it should be without a camera in these days, for nothing gives so much pleasure as glancing through old albums and pointing out old scenes which had else been long since forgotten.

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A PLEASANT SPOT.

The Latomiæ in Syracuse, well known to students of Greek history.

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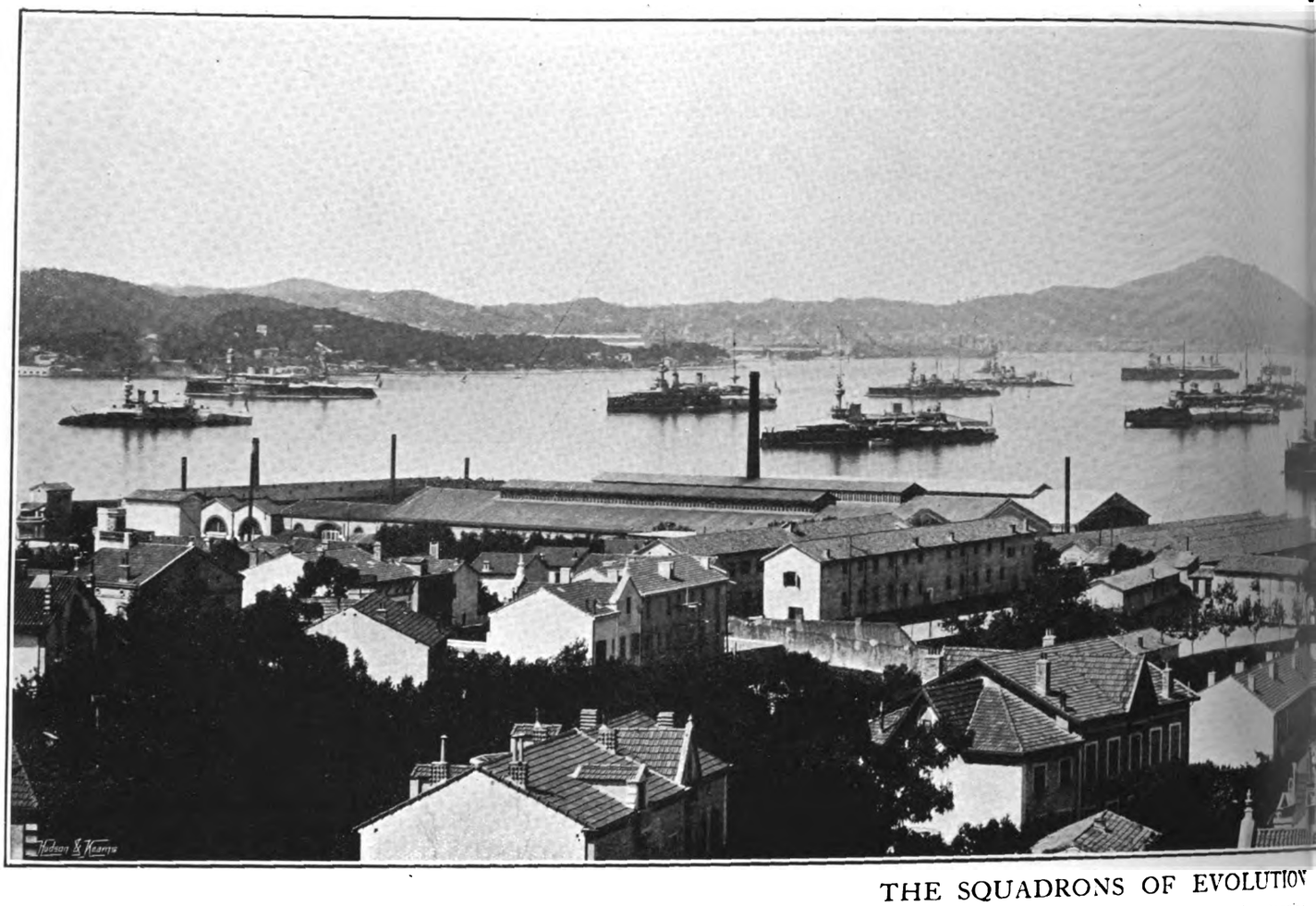
THE FRENCH NAVAL MANŒUV



THE SQUADRONS OF EVOLUTION

After the manœuvres all the squadrons went to Toulon, the Northern one only stopping

THE FINAL REVIEW OF THE NAVAL BRIGADE

While the squadrons were still in Toulon, parties of seamen were landed and inspected on the parade

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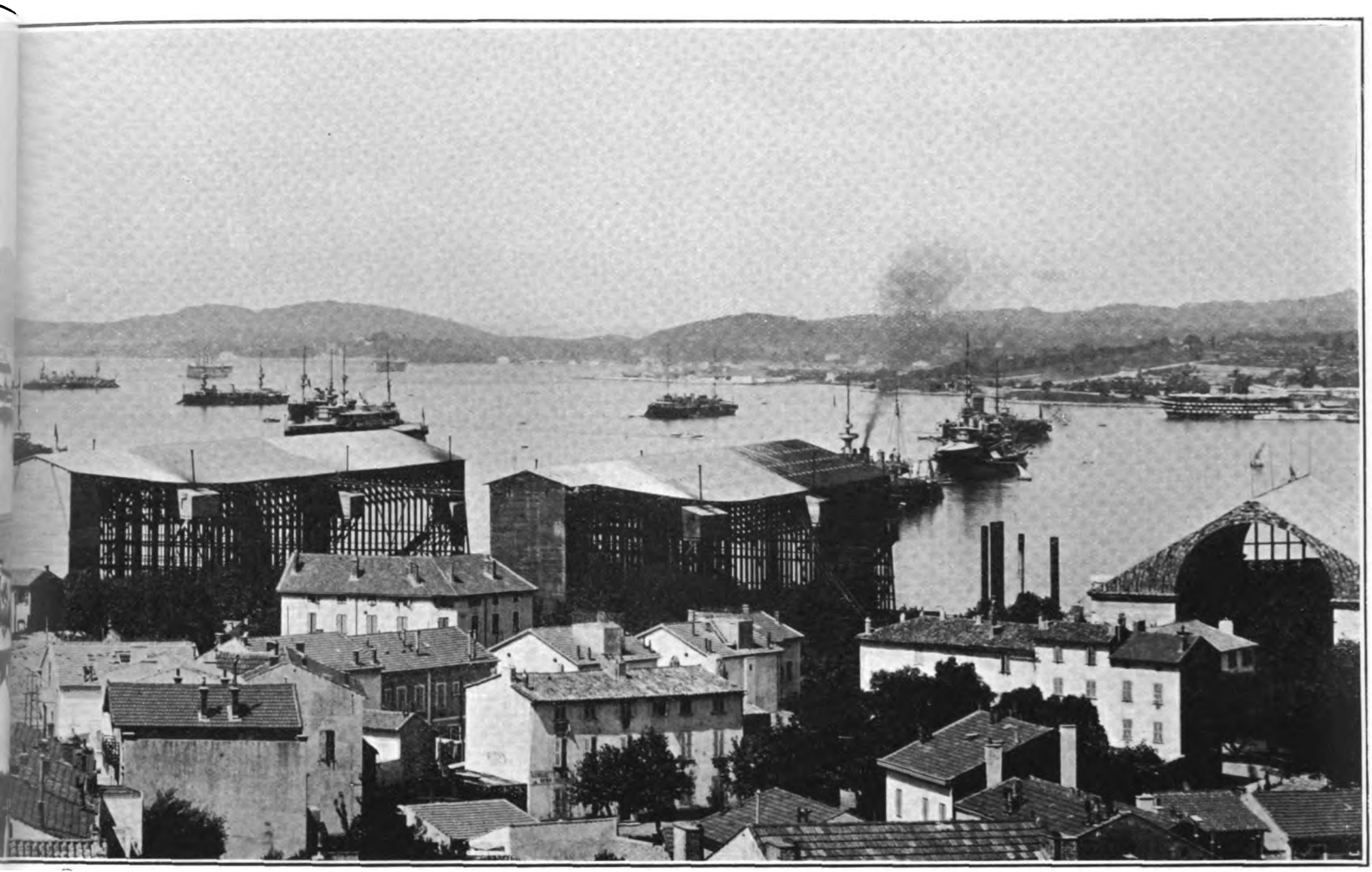
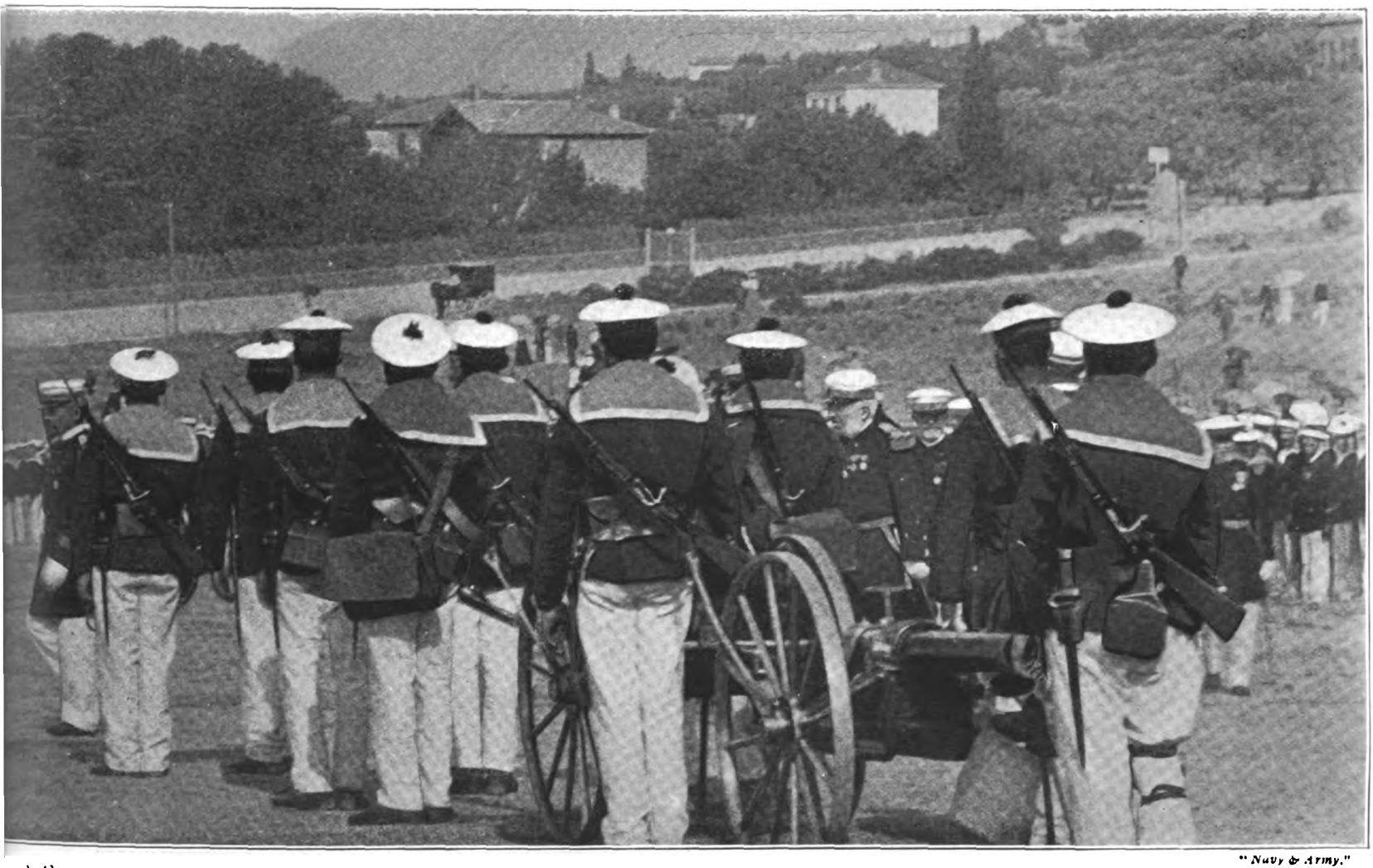
S IN THE MEDITERRANEAN.



AT ANCHOR IN TOULON HARBOUR.
a few hours before leaving for Mers-el-Kebir and Quiberon, where it was to coal.



"Navy & Army."

AT THE CLOSE OF THE MANŒUVRES OF 1902.
ground of St. Amie by Admiral Gervais, the Commander-in-Chief of the manœuvring fleets.

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THE ESSEX YEOMANRY AT COLCHESTER.

THE COMMANDING OFFICER AND FRIENDS.
A stroll round the camp.

THE TROOPERS' SUNDAY AFTERNOON SIESTA.
A well-earned rest.

THE South African War has certainly shown that the patriotic feelings of the British race are not on the wane. This has been proved by the fact that from every quarter of the globe both financial help and men have been forthcoming in plenty. As with the Colonies, so it has been with England, where new corps of Volunteers and Yeomanry have sprung into being and old ones have been rejuvenated.

Among the former must be mentioned the newly-formed Essex Imperial Yeomanry, which recently concluded its first training at Colchester. The formation of this corps is largely due to the efforts of the Earl of Warwick, Lord-Lieutenant of the county and honorary colonel of the regiment, and to Colonel R. B. Colvin, C.B. In spite of the fact that this regiment has only been in existence since the beginning of the present year, there were over 500 men in camp. The inspecting officer, Colonel Mackeson (late 5th Dragoon Guards), spoke very highly of the men at the conclusion of his inspection, and said that he believed they would receive a very good report. He himself was extremely pleased at the manner in which they had acquitted themselves, and remarked that no doubt during the summer months further instruction would be given in outpost duties. This was most gratifying to both officers and men, who worked very hard and showed great endurance and spirit during the time they were in camp.

During the training the regimental sports were held, and attended by a large and distinguished company, among whom were General Gatacre, Lady Gatacre, the Earl of Warwick, and Colonel and Lady Colvin. The competitions included a marching order race, in which competitors had to run in full marching order, jump a hurdle, lie down and fire five rounds, and return with the empty cases. This race was won by Trooper Baily, son of the well-known Essex huntsman.

The snap-shots herewith will help to show our readers that the men were not altogether uncomfortable and managed to enjoy themselves while under canvas. Blanket tossing was one of the favourite amusements, and, judging from the attitude of the "tossed" one in our picture, it would seem as though he is wondering whether there is such a force as gravity and if he is ever likely to come down again.

A feature of much interest was the presentation of the flag, banners, and plate, subscribed by the ladies of Essex for the Essex Imperial Yeomanry. The Countess of Warwick, wife of the honorary colonel of the regiment, was to have made the presentation, but in her absence, owing to indisposition, the ceremony was performed by Lady Marjorie Greville and Lady Gwendoline Colvin.

After a short Divine service by the Bishop of Colchester, the Earl of Warwick addressed the officers and men, and congratulated Colonel Colvin most heartily on the success which had attended the formation of the corps, and upon the efficiency it had shown.

Lady Marjorie Greville then presented Colonel Colvin with a very handsome pair of kettle-drums, the gift of the Earl of Warwick.

Colonel Colvin thanked Lord Warwick for his extremely handsome gift, and also for the interest he had displayed in raising the regiment. He also thanked the ladies of Essex for their most handsome present, which he said would be highly valued by them all. The prizes gained in the sports were then gracefully distributed by Lady Colvin, and hearty cheers given for the ladies of Essex, also for Colonel and Lady Colvin, a call on behalf of the officers being most enthusiastically responded to.

Colonel Colvin is very much liked and respected by the whole regiment, and on the Tuesday evening following the presentation of colours, when visiting the mess tents, was received in each by a hearty ovation, the troopers rising to their feet, waving their hats, and shouting "For he's a jolly good fellow." While such good feeling as this exists between officers and men there is every reason to believe that the regiment will become one of the chief features of the county of Essex.

BLANKETED.
How evildoers are punished.

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MARCHING ORDER RACE.
Not so easy as it looks.

THE OBSTACLE RACE.
Nearly through the baskets.

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SKIRMISHERS: WEST SOMERSETSHIRE YEOMANRY.

AN AUSTRALIAN CAVALRYMAN.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

CONSIDERABLE prominence was given in the daily papers at the time to the work of the enormous number of Volunteers encamped during the early part of the month. Now that the bulk of the corps have returned, and the men are occupied in their normal manner, it is worth while to quietly consider the effects of the camp as a means of instruction. On the whole it must be acknowledged that the authorities were perfectly right in, as far as possible, insisting on the attendance of all Volunteers, for they have, as a rule, no opportunity of otherwise acquiring that knowledge which they naturally gain during the period they are under canvas. Possibly a lack of tact was exhibited by the War Office when it first issued the new Regulations, which undoubtedly, even in their revised form, press somewhat heavily in a few instances. But, after all, it is not to meet the exigencies of peculiar and isolated cases that regulations are framed; and those who did not hesitate to assert that the War Office had made an indirect effort to wreck the Force, must now be prepared to admit that its action was merely stimulated by a desire to increase its efficiency. Things seem already to have righted themselves; at any rate, it is satisfactory to observe that the flood of resignations which was predicted has not been so very great. The metropolitan corps, which were those understood to be least in a position to fulfil the extra requirements, produced record musters on Salisbury Plain, at Aldershot, and at Shorncliffe. All this seems to indicate that compulsory attendance at camp is not so great a hardship as was at first generally thought.

All are aware that the schemes of military training have been entirely remodelled. Ceremonial has, at least nominally, disappeared, and the training is now essentially that of the field. Officers and men alike feel that they are learning something that may be of use if they are ever engaged in the real thing, which is in itself sufficient to cause far greater interest to be taken in the exercise. Altogether there is little doubt that a citizen soldier cannot learn his work properly now unless he regularly attends camp; and if this fact be fully grasped, the necessity for the issue of the rules rendering such attendance compulsory must be recognised. There is one point, mentioned in a previous letter under this heading, which it may not be superfluous to repeat. If Volunteers are to obtain full benefit from the seven days' instruction in a large camp, they should be thoroughly well drilled in close order movements, as far as is possible, before joining that camp. This has not always been the case this year.

Already the motor-car has become fairly familiar in military manœuvres, and it was freely used as a means of locomotion by Sir Evelyn Wood on Salisbury Plain. That there is a future for the motor-car in war seems now to be quite realised. It possesses many advantages over both the horse and the bicycle, and it can carry a general, cool, collected, and absolutely without exertion, to many points in the theatre of war in a remarkably short space of time. The first salute that the Volunteers and Yeomanry assembled in the Mall on Coronation Day were called upon to give was very shortly after they were in position, when the Duke of Connaught visited each point on the route of the procession in a motor-car. He was accompanied by two officers, both very familiar figures to metropolitan Volunteers, viz., Major-General Sir Henry Trotter, Commanding the Home District, and Major-General Mackinnon, always to be remembered in the Force in connection with the C.I.V. The last-named officer was steering the car. The English are generally accused of being the last people to make experiments with new inventions for military purposes, but as regards such utilisation of motors, at any rate, the accusation could not be maintained. It is believed that this is the first year, for instance, that motors have been tried by the Russians for military purposes. Altogether the experiments were not very successful, but those who saw the convenience and advantages of the cars at our own manœuvres this month should not forget that in Russia the scope of the motor, as also of the cycle, is exceptionally limited owing to the state of the roads and climatic conditions. Yet the Russian expert's report concluded with the statement that it would be an unpardonable error to omit the use of motor-cars at future manœuvres.

Allusion has just been made to the presence in the Mall of Yeomanry and Volunteers on the occasion of the Coronation. The severe illness from which His Majesty was recovering rendered it advisable to abandon any attempt to arrange for a second day's procession, as had been originally planned for June 27. As the route was so much shorter, the number of troops on duty was necessarily less than would have been the case had no postponement taken place, and, therefore, many officers and men in the Citizen Army experienced disappointment that they were not able to be officially present. Still, the assembly of Yeomanry and Volunteers was large and representative. Amongst the former might be seen every variety of picturesque uniform, including the serviceable khaki, to which our eyes have for some time been accustomed. Similarly, the diversity of uniform in the line of Volunteers, which extended on both sides of considerably more than half of the Mall, indicated how numerous were the corps represented. As a general rule, the metropolitan corps each furnished four officers and forty-four of other ranks, while the provincial battalions sent one officer and nine of other ranks each. These detachments were formed into composite battalions, and as spectators looked down the line, the blue of the Artillery, the scarlet of the Volunteer battalions of the Line regiments, in some cases surmounted by the busbies so dear to the hearts of Fusiliers, the sombre green of riflemen, and no small number of grey-clad contingents, afforded a diversity which was eminently pleasing. Particularly gratifying was the presence of representative detachments from various cadet battalions, the smart appearance of which, in some instances, compared most favourably with that of presumably more seasoned citizen soldiers. All branches of the Imperial Forces were equally pleased to be

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doing duty on August 9, but, in the ordinary course of human events, none will obtain so lasting a satisfaction from the day's doings as the cadets. It is easy to imagine that many years hence it will be no small gratification to those who to-day are but young lads to remember that they were selected to represent their corps on so historic an occasion.

It is generally allowed that the future of South Africa will be greatly benefited if a sufficient number of capable young Englishmen can be induced to settle there. In the House of Commons quite recently a member asked the Secretary of State for War whether Volunteers serving in South Africa could only obtain their discharge by agreeing to forfeit any claim upon the Government for a free passage home. Had such been the case, many men would certainly have returned home who would otherwise have been willing to remain in the Colony; but Mr. Brodrick's reply was reassuring, as he stated that these Volunteers are entitled to a passage home if they apply within twelve months of their discharge. Amongst the many thousands of young men who volunteered and were accepted for active service during the late campaign, there must be a large proportion to whom life in a rising colony will offer considerable attractions. It is by no means intended to depreciate the sacrifices made by the Volunteers who offered themselves for service at the front, and it is well known that many gave up good employment out of true patriotism. On the other hand, it cannot be denied that a vast number were men whose prospects of advancement in life at home were by no means rosy, and who, moreover, were but slightly bound by family ties. These should certainly be allowed a chance of establishing themselves in South Africa, and had a free passage home for a year not been granted, the caution born of the battle with circumstances would undoubtedly have led back to England many who can now try their luck in Africa, to the benefit probably of both the Colony and themselves.

We had occasion some little time ago to call attention in these columns to the equitation in the Yeomanry. It is therefore pertinent to notice that in a report issued by Lieutenant-General Sir Archibald Hunter regarding the camp recently held at Barry, mention is made that in many instances the riding of mounted Volunteer officers is far from good. We remember that many years ago a certain pompous Volunteer officer in a corps north of the Tweed presented a somewhat remarkable figure the first time he appeared mounted, after obtaining his majority. While riding along a road leading to the parade ground he was closely followed by a number of Scotch urchins. He turned round in his saddle, and very foolishly asked, "What are you boys following me for? Have you never seen a war-horse before?" To which query a smart youngster at once replied, "Oo, ay. We've whiles seen a waur horse before, but never a waur rider."

ENGLISH MARKSMEN FOR CANADA.

THE attention which has been given of late to rifle shooting, both in the columns of the Press and in the oratorical efforts of many well-known men, has not been in the least disproportionate to the importance of the subject. We have been told, and the remark is only too true, that we are not a nation of sharpshooters. In the struggle now so happily ended, we had many unpleasant but wholesome lessons to take to heart in the matter of marksmanship. We have, and have had for a long time, rifle ranges where it is possible to learn shooting; but the conditions under which prizes are fired for—at Bisley, for instance—are by no means those which would obtain in the event of our being involved in a military war with one of the greater Powers. But Bisley serves a very good purpose, It helps to knit together the bonds of brotherhood between home-birds and colonials, and in that, if in no other respect, serves a great national purpose.

The visits of the Colonials to the Mother Country are now being returned. On Monday of last week an English team left Liverpool for Canada to compete for the Palmas Cup, a trophy well worthy the most strenuous efforts of our chosen representatives. But they will find in the Canadians rivals who will take a lot of beating on their own ground. In "Britain's Granary" there is a rifle association to nearly every province, and shooting is almost as carefully cultivated as it is in Switzerland. Each regimental rifle association of the garrison artillery and infantry corps receives from the Government of the Dominion the sum of 75-dol. to help defray expenses. The path of the would-be King's Prizeman from o'er the Atlantic is not an easy one to follow. He must first gain a good place in his regimental rifle-meeting in order to participate in the provincial meeting. There, again, he must score consistently and well in order to be worthy of a place at the Dominion meeting. If he is again successful, he has the chance of being chosen a member of the Canadian contingent for Bisley—an honour well deserved by the time it is attained.

In wishing our fellow-countrymen God-speed and good luck, we would also express the hope that Canada will not be the only colony to receive a visit from English marksmen.

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THE BRITISH TEAM FOR THE PALMAS TROPHY.

Reading from left to right the names are—Back row: Col.-Sergt. Lawrance (1st Dumbarton), Private Vydd (2nd V.B. Royal Highlanders), Major Bell (Adjutant of team), Lieut.-Col. Lumb (1st South Lancashire Regiment), Capt. Davies (Hon. Sec. of team), . . . and Col.-Sergt. Davies (3rd Glamorgan R.V.). Front row: Miller (1st V.B. Derby), Major the Hon. T. F. Fremantle (Captain of team), Sergt. Ommundsen (Queen's Edinburgh), and Arm.-Sergt. Martin (5th V.B. Highland Light Infantry).

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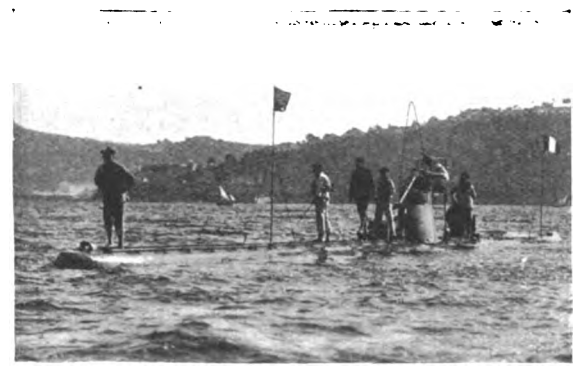
THE SEA-POWER OF THE NATIONS.

PHYSICAL DRILL ON SHORE.



A FRENCH SUBMARINE BOAT.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

MUCH has been said in these pages about the growing size and increasing complexity of the battle-ships of all nations, and a careful study of the plan of every ship laid down would reveal the fact that there is a continuous expansion in the volume of mechanism on board. The authorised American battle-ships, larger than have ever been built in the United States before, are a fresh illustration of this. It is not surprising that in every Navy the fact should attract attention, and should make urgent a solution of the very difficult problems that are concerned with the handling of machinery on board ships, the status of the engineer, and his relation to the executive branch. Lately I made allusion to the large number of non-combatant officers in our ships, and suggested that the plans which the Admiralty are known to have in hand might, perhaps, tend towards a partial amalgamation of the various branches of the Service. There was no purpose of insisting upon the merits of such a system. Indeed, the more the question is looked into, the greater do the difficulties appear.

The example of the Americans in amalgamating the two branches has been cited in many quarters, and the plan seems to find some favour in France, while in our own Navy, and in most others, it is regarded with curiosity, but pronounced impracticable. It was too readily assumed that the Americans were impelled to their amalgamation by the logic of facts. The truth is that the scheme was the result of a compromise. The United States Navy had fallen into a very grievous state in regard to the supply of officers. There was no right provision for the flow of promotion, and the system was adapted to the old Navy, and not in any way to the new one, which was coming into being. In fact, a situation that was quite distressful for officers had arisen, and they suffered under grievous hardships. Congress was willing to do anything that was wished by the Navy, but executive officers and engineers could not agree, and each branch opposed any measure which was advocated by the other. The Navy Department took no action for a time, though the situation was becoming dangerous; but at length a committee was appointed, which produced the Personnel Bill of March, 1899. The Bill became law and was welcomed, not because it provided for an amalgamation of the branches, but because it promised a remedy for other grievances, and removed a danger from the State. Some there were, indeed, who warmly supported the Bill, although they altogether dissented from the amalgamation which it brought about.

It would appear that Naval opinion in the United States has not changed since the Bill was passed. Those who advocated it, extol its merits; those who opposed it, oppose it still. Is it that sufficient time has not yet elapsed to enable a judgment to be formed, or are we to seek the cause of this attitude in a rooted antagonism? The immediate result of the new measure was to direct the attention of engineer officers to executive duties, and watch-keeping in the engine-room was left to warrant officers and chief artificers or machinists, and some young executive officers were deputed to engine-room work. The change made, it must be confessed, was not really thorough, and the engineer officers alleged that the arrangement was resisted by the executive branch. What would certainly appear is that it could not be for the real advantage of the Service that in these days of mighty battle-ships, which are positively full of machinery, the responsible engineers should think it their duty to fit themselves for executive command. Indeed, the Engineer-in-Chief of the United States Navy has reported that the existing system of carrying out engineering duties is not conducive to efficiency. It may be doubted, however, if this is universally true. At least it is certain that some ships have given an excellent record, and when I was on board the "Illinois" lately, Captain Converse told me that, although a new ship, actually commissioned at the builders' yard, her success had been phenomenal. To use his own expression, he had "nursed" the engine-room branch, and had forced nothing until all were experienced. The mishap in the Christiania Fjord does not affect his judgment on this point. Nevertheless, there exists at the present time an uneasy feeling in the United States Service, and there are those who think that the outlook is dangerous. Captain Converse, himself a most experienced officer, expressed to me his belief that engine-room troubles arise mostly from inexperience.

The pessimists apprehend that the present system must lead to a perilous mediocrity. The appointment of young executive officers to engine-room duties, and the distraction of engineer officers to the duties of the deck, must surely tell in some degree to the disadvantage of the engine-room. They point out that the engineer officers who are best known in the Service are not the younger men, but those who gained their fame years ago; and although the executive branch is making decided advances, it is said that the engineers are falling off in high ability.

It must certainly be advantageous so to acquaint each branch with the other's duties that, on occasions and in times of emergency, each may be able to undertake the work of the other. But this, after all, is not amalgamation. There must still remain engineer officers, the whole object of whose careers must be to master and make their own the vast volume of knowledge and experience necessary in their profession. However much, therefore, a partial interchange might be made, there would remain an engineering branch. In the United States Navy, officers, at any rate, are coming round to the view that some change in the present state of affairs is necessary. No scheme has yet been propounded, but no one can be content with a plan which seems to set a premium upon mediocrity. To be perfectly competent in dealing with machinery of great complexity and power, a preparation covering many years must be undergone, and absolute knowledge of every detail and perfect understanding of engineering duties are manifestly required. The question whether great engineering knowledge and skill can be expected in those who devote much of their time to other pursuits scarcely calls for an answer. It may be stated also, without fear of question, that the great modern ships which are being built will never be entrusted to any but engineers who have gone through a long course of training. These remarks are made to show how fraught with complexities and difficulties is any change in the condition of the engineering branch. It has been suggested that engine-room artificers should be largely employed for the duties, and there is some force in the suggestion, but the experience in America would scarcely tend to confirm the view.

The conclusion to be drawn is that the American amalgamation is a valuable piece of evidence, useful for the light it may throw upon a difficult problem, rather than as an example necessarily to be followed. Our Transatlantic kinsmen are somewhat inclined to try experiments —we also, perhaps, as with the Belleville boiler—and their

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newly-planned battle-ships, which have been alluded to, seem to indicate a certain instability of purpose. When the "Kearsarge" and "Kentucky" were built they were heralded as marking a great advance in the disposition of guns in battle-ships in their peculiarity of mounting a turret for two 8-in. guns on top of each of the two 13-in. gun turrets. Not all officers, however, thought so, and the old plan was reverted to in the "Illinois" and "Maine" classes. When the "New Jersey" class of five ships was projected, there was a great fight between the advocates of the two systems, and, after a futile idea of compromising by building three ships of one type and two of the other, the believers in the superposed turret won their way, and all five ships will be to their liking. It would have seemed a comparatively easy matter to determine by experiment the extent of the interference of fire caused by the juxtaposition of guns as compared between the two classes of turrets, and to arrive at a reasonably close approximation to the offensive advantages and disadvantages of the two systems. This, however, seems not to have been done, and though the Americans are now building battle-ships with superposed turrets to the value of about £6,000,000, that class of turret has been rejected within a year, and the new battle-ships will have a general resemblance to our "King Edward VII." class. I do not cite these facts to the disadvantage of the United States Navy, but merely to show how upon questions of the utmost moment even the most experienced may hold views completely opposed, and how fitting it is that exhaustive enquiry should precede all experiment on a large scale. In relation to the new American battle-ships, it may be interesting to add that they are placing two 8-in. guns in each of their four secondary turrets instead of one 9·2-in., as in our new ships, and twelve 7-in. guns on the broadsides as compared with ten 6-in. Here they set a pattern that calls for investigation.

HONOUR WHERE HONOUR IS DUE.

BRIGHT as are the annals of our Navy, and teeming as are the volumes of its history with tales of heroism and devotion, brightest among the bright must ever be the history of those who, under the guidance of one of the bravest and best-beloved of our admirals, went to the rescue of their imprisoned fellow-countrymen in Pekin. The doings of the men of the "Aurora," "Endymion," and the other vessels have often been recorded in these columns, and it has also been our sad but honourable duty to chronicle the movements, and ofttimes the loss, of those others who gave their lives none the less grudgingly that they fell not among the foremost of the vanguard.

True comrades stand or fall together, and those of the "Centurion" who have been spared have amply proved their devotion to the memories of their comrades with whom they fought side by side. Manly and noble in its simplicity, and gloriously beautiful in its uniformity, is the obelisk erected to the memory of those who were left behind; far more eloquent and touching than the loveliest creation of a sculptor's fertile brain, and infinitely more natural than the most gorgeous painted window. The inscription, couched in language all who pass may read and understand, sets forth the engagements in which the brigade from the "Centurion" fought in the China War, and goes on to say that the memorial was erected by the admiral, captain, officers, and ship's company of the "Centurion." And to unveil this, who had more right than he who led them? There was but one—Sir Edward Seymour.

Previous to unveiling the obelisk, Sir Edward addressed a few manly, simple words to the assembled company. He disclaimed any desire to extol what the men under his command had done in China; but he thought he might be permitted to express the honour he had felt in commanding such officers and men. Of the zeal and energy with which all performed their assigned tasks he could not speak too highly. The Admiralty, he said, might build fleets, the War Office equip armies, admirals and generals might command them, but unless the men possessed the right qualities a high standard of efficiency could not be attained. The monument he was about to unveil stood in the chief Naval port of the greatest maritime nation of the world, as a memorial of an honourable Naval epoch in the last year of the nineteenth century, and was a landmark in our Naval history. The services of the Navy recently in many parts of the world showed that the hearts and hands that conquered at Trafalgar were still worthily represented in the Navy of to-day.

It is needless to dilate upon the part played by the Naval Brigades in China. Englishmen know a good thing when they see it. They are quick to recognise bravery, whether in friend or foe, and it needed little to show them that in the theatre of war, in the land of the Dragon, there was being played a drama in which were heroes galore. All honour to those who returned, but let us not forget those who were left behind, who have fought their last fight, and whose widows and little ones are still with us.

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THE UNVEILING OF THE "CENTURION" MONUMENT.

An interesting ceremony in the Victoria Park, Portsmouth, at which Sir Edward Seymour officiated.

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ARTILLERY UNDER CANVAS IN INDIA.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

IN the whole history of British rule in India there has hardly occurred a more remarkable expression of profound and noble sentiment than the letter of the Indian Representatives at the Coronation to the Lord Mayor. There have been notable occasions in the past on which the proud and passionate—I use these adjectives discriminately—devotion of the Indian Princes to the Throne has found vent in a splendid rendering of homage or in orientally magnificent offers of assistance. Should in the future an opportunity arise for a more practical exhibition of loyal sentiment, the whole world will be startled, and probably a large section of it will be seriously incommoded, by the fashion in which fighting India will respond to its Emperor's call to arms. But in the meantime such a composition as the letter of the Representatives to the Lord Mayor is full of a stately significance which is more than grateful to the ears and eyes of those who know India well. The great oriental noble, as a rule, prefers to give some tangible proof of his affection or respect. If he meets a man he takes a fancy to he wants to give him a fine horse or some other handsome present, while, in return for anything in the way of hospitality, he will always, if necessary, strain his own resources to the breaking-point. Probably, instead of formally conveying their sentiments on this occasion through the Lord Mayor, it would have given the Representatives far keener satisfaction to have lured him out to India and subjected him to a round of festivities beside which even those of the Mansion House would pale. But, failing this, they combined to compose a communication which bears no sign of outside editorial revision, and in which dignified gratification at the welcome they have received, a shrewd reference to the better mutual understanding which has arisen between the English and the Indian peoples, an enlightened Imperialism, and fervent loyalty to the Sovereign, are blended with the sort of sincerity on the part of gravely responsible men which tends if not to make history, at any rate to keep it from being made objectionably.

Again, the letter of "One of the Representatives from India" to the editor of the *Times*, with reference to the participation of India in the ceremonies of the Empire, was also extraordinarily interesting. There was a singular reference to the appreciation by the Indian Representatives of the symbolism in the Coronation ceremony, "all that was done in this respect being in accordance with Indian tradition and practice, and being matters, too, to which we attach the highest importance." Incidentally this reminds me of a conversation I once had with a great orientalist, in which he advanced the curious contention that Roman Catholicism was a Buddhist graft upon Christianity. He quoted in support of this the fact that the ceremonies of installing a Pope at Rome and a Buddhist Pope on the banks of the Irawaddy were strangely identical. Putting this diversion aside, it is something of a blow to Kipling's argument that "East is East, and West is West, and never the twain shall meet," to find a highly-cultured member of the Indian aristocracy viewing with peculiar approval the symbolism attached to an English Coronation.

The most genuine respect should be paid to the plea advanced by this Representative that in future great "Ceremonies of the Empire" Indian Princes should be allowed to take a personal part. What has been done has been done according to precedent, but new precedents may well be created such as will enable the blue blood of India—and some of it is very blue indeed, if antiquity goes for anything—to participate in Imperial functions otherwise than in a spectatorial way. "We are of the Empire, and what we want is that no opportunity be neglected to show this whenever it be possible, and it cannot be impossible, to devise new precedents which shall suit and symbolise relations so unprecedented in the world's history as those which have grown up between our Sovereign and his Indian Empire." That is a very fine, a very striking statement, and I do not think it stands much risk of being entirely ignored.

It is sadly to be feared that, whatever now happens in the matter of the rains, India will have been subjected to a great deal of distress through famine before the year is over. Appalling as that prospect is, there is undeniable consolation in the thought that not only is India financially much better able to bear the strain of relief operations than she was in 1874, but that the railway system has been considerably extended since then, thus rendering the operations themselves much less difficult. It may, perhaps, be recalled at this juncture that the great Anglo-Indian who recently passed away, the Right Hon. Sir Richard Temple, was director of the famine relief operations in 1874. He was assisted by a considerable staff, among whom were several military officers who afterwards rose to distinction.

There are rather loud rumours of restlessness on the Indian Frontier, and there is very little doubt that a good deal of sedition is being preached and propagated among the more turbulent tribes. I should not be surprised if the Orakzais brought the heavy hand of the Indian Government upon themselves before long. A well-known Mullah has lately been very actively instigating them to raid British territory, and it is said that on at least one occasion they have endeavoured to secure the salvation he has promised them by carrying out his wishes. The Orakzais live to the south of the Afridis, and to the north-east of the Waziris, near the point where the frontier curves downwards from Peshawar towards Bannu. Through them lies the way to Tirah, and in the great Frontier Risings of 1897-98 they joined heartily with the Afridis in opposing Lockhart's advance. There were probably more Orakzais than Afridis at Dargai, where the Gordon Highlanders so greatly distinguished themselves. Compared with the Afridis the Orakzais are at a disadvantage, for they have no back door open to Afghanistan, but, as Sir Thomas Holdich remarks, they themselves keep the front door to the Afridi region known as Maidan.

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It may be that even the possession of a back door leading into Afghanistan is nowadays of doubtful value, for there seems reason to hope that the new Ameer is not only friendly to us, but quite able to maintain that attitude with firmness and discretion. Some Afridi *jirgas* who recently visited Cabul were kindly received, but Habibullah gave them clearly to understand that he had no sympathy with their supposed grievances against the Indian Government. He even quoted to them Lord Curzon's notable speech at Peshawar, which was probably the last thing these Afridi *maliks*—not, by the way, men of any particular influence—went to Cabul to hear. If the Ameer continues to talk and act in this fashion we have nothing to fear from restlessness on the Frontier, and it is very certain that, if occasion arises, he will not find the Indian Government ungrateful.

Indian station-masters have their peculiar trials. Most of us have heard of the agitated telegram sent by one of this class in the early days of railway construction to the traffic manager at Bombay, "Tiger dancing on platform, pointsman run away, please arrange." Now it appears that a station-master in Madras has been much troubled by the presence of another visitor happily unknown on English railways. Here is his letter to the District Traffic Superintendent: "Honoured Sir, I beg to bring to your kind notice that a fearful cobra is very often come to our sight from the aloe fencing which is very close and opposite to my station. Therefore I beg your honour to kindly arrange with the Engineering Department to remove the aloe fencing as early as possible, in order to prevent the danger to us, and as well as to the public." It is pleasant to be able to add that this reasonable request has been attended to, and probably by this time the "fearful cobra" has ceased to distract the unfortunate railway official from the due performance of his duties.

In some parts of India, the cobra being regarded as an object of veneration, the natives object to its being killed, even though it may have made its home in a sahib's compound. But, as a rule, they are pretty well satisfied to see one destroyed, and will gladly assist in the process of extermination. My own acquaintance with cobras is very slight, most of the snakes I killed during my stay in India having been *karaits*, which are very nearly, if not quite, as deadly, but not so fearsome-looking. But there was a man in my regiment, a private, who had an extraordinary mania for catching cobras, and who was wonderfully successful at this risky sport. He was a very powerful fellow, and had been a coal-heaver before he enlisted. I do not know exactly how he managed to catch his cobras, but I believe he would wait for hours over a hole, and then, when the snake appeared, would simply grasp it a little under the hood, and hold it firmly by sheer strength of grip. We had to discourage him, because he had a playful way of bringing his captures into the canteen, a proceeding to which his comrades objected strongly, but could not satisfactorily put an end to. Even in ordinary circumstances he was a match for two or three good men, but with a wriggling cobra festooned about him he was altogether unapproachable.

Hockey has evidently taken a firm hold of the Indian Army. A successful tournament has recently been held in Madras, and a special hockey tournament for Native troops is to form one of the "events" for which the Viceroy will give prizes at the great Delhi Coronation Durbar.

BURMA'S CORONATION ADDRESS.

WE have much pleasure in presenting a specimen of Burmese wood-carving. This beautiful and artistic creation is typical of the land which sends it as a loyal tribute to its Lord. The form of address selected by Burma as a congratulation to Edward VII. has been well chosen. Here we see the art of the country exemplified. It is to be hoped that the design is purely Burmese, for nowhere in the East, not even in skilled Japan, has the art of wood-carving been brought to such excellence as in Burma. The adaptation of Eastern art to Western requirements has, all over India, somewhat bowdlerised the true Eastern spirit of decorative art. "The objects of bigotry and virtue," as Mrs. Malaprop calls them, which Cook's tourists bring home from the Far East are evidently made for the European market. The globe-trotter does not take in Burma, as a rule, in his ordinary tour, and, as yet, the drawing-rooms of Clapham and Dulwich contain few specimens of the Burmese wood-carver. No doubt, in a year or two, when Messrs. Cook and Messrs. Gaze have a comfortable service of steamers up the Irawaddy, 'Arry and 'Arriet will come home laden with carvings from Burma as they now return with "real" Japanese lacquer. The genuine article will disappear, and its imitation, made in Birmingham or Germany, or by base imitators on the spot, will be accepted. When the connoisseur states "That is not good," he will be silenced by "I know it is real—I bought it myself at Thayet-Miyo."

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AN EPIC IN WOOD.
Burma's address to His Majesty.

Those who know agree that the address to King Edward is a magnificent specimen of genuine Burmese carving. Our illustration gives but a faint idea of the excellence of the work. It, however, enables one to judge of its beautiful and accurate proportions. It is 9-ft. high. The address is inscribed in gold letters upon a scarlet ground. The wood is teak—Burma's wood. The general Western idea is that an address should be presented in a casket of the precious metals, and that the words should be embossed in the highest art on parchment. Such an address or document will, we know, last for centuries. In the Far East they "go one better" even than Burma's lasting teak. The Chinese, when they wish to give a lasting memento in the form of words, or rather symbols, express their ideas in marble. We have seen some Chinese addresses presented at Penang to the late Mr. Maxwell, who was for some time Acting-Governor of Singapore. He called them his "chits."

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WAR TROPHIES AT CHELSEA. I.

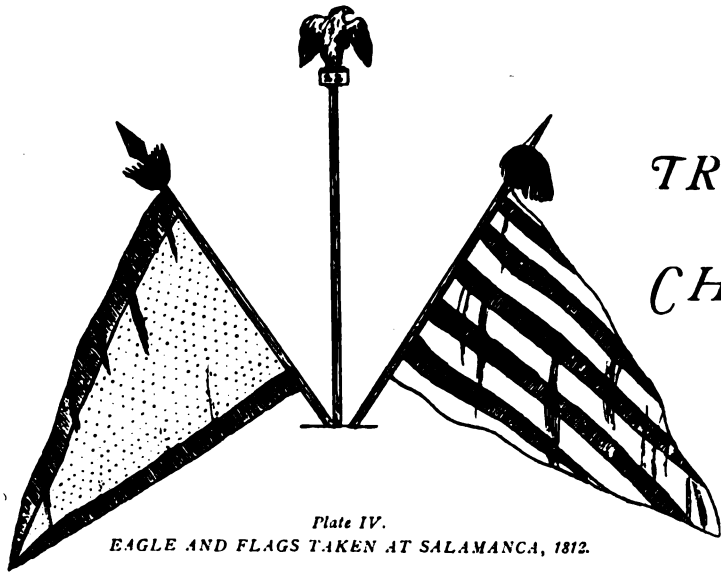


Plate IV.
EAGLE AND FLAGS TAKEN AT SALAMANCA, 1812.

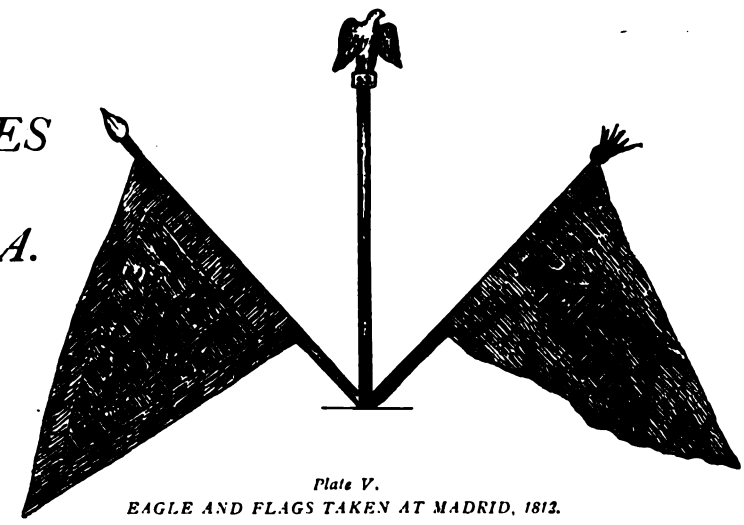


Plate V.
EAGLE AND FLAGS TAKEN AT MADRID, 1813.

"A moth-eaten rag on a worm-eaten pole—
It does not look likely to stir a man's soul.
. . . 'Tis the deeds that were done 'neath the moth-eaten rag,
When the pole was a staff, and the rag was a flag.

"In the church where it hangs, when the moon gilds the graves
And the aisles and the arches, it swells and it waves,
While below a faint sound as of combat is heard
From the ghostly array of the old Forty-third."

—E. B. HAMLEY.

NOWHERE do the above striking lines of the late Sir Edward Hamley upon "the old Colours of the 43rd" in Monmouth Cathedral come more forcibly to the mind than when one looks at the tattered banners which cover the walls of the chapel and great hall of the Royal Hospital at Chelsea: war trophies taken from the enemy upon fields some of which have been decisive of the fate of nations.

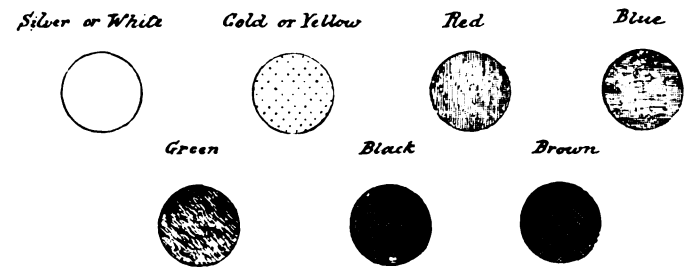
There is not, in the Empire a collection of trophies of deeper interest, from its association with great men and deeds, than is to be seen within the Royal Hospital, that national building, the design of Sir Christopher Wren, commenced by Charles II., and finished by William and Mary, for the support and relief—as the inscription above its colonnade tells us—of veterans enfeebled by age and war.

No more appropriate resting-place for such a collection could well be found.

Thousands of veterans, successors of those to whose care these trophies were entrusted by the King—and of whom about 600 are constantly within its walls—have found a shelter here; and it may be said that probably at no period of its history has its necessity and utility been more apparent than in the late war in South Africa. Over 100 eagles, standards, and colours, captured in many a hard conflict, form here a national possession of a value very special of its kind, but their existence and nature are far from widely known, and it is hoped that these articles may contribute in some degree to make them more so.

Plate I.
FLAG TAKEN BY SERGT. EWART, SCOTS GREYS.

No written record of achievements can so stir the blood and waken the spirit of patriotism as the actual sight of these eagles and decaying banners—witnesses of the courage and self-sacrifice of those who fought around them; and could they be seen by, and their story told to, the youth of the country, they would bring more recruits to the Army than many recruiting sergeants. From our knowledge also of Britain beyond the Seas, we believe there is nothing in London which, in certain respects, would appeal so strongly to the men of our colonies as these battle trophies, especially to those among them who have fought for the Empire in various parts of the world.



GUIDE TO COLOURS.

THE WATERLOO AND OTHER EAGLES.

The French Imperial eagles at Chelsea are of metal (probably gun-metal) gilt, the feet resting on what is termed a thunder-bolt—in some cases broken off—with the number of the regiment beneath. They are all screwed to the staves, which admitted more readily than nails would have done of their removal, and most of them appear to have had their standards on them when captured, though from some they had been torn off.

It is well known with what impressive solemnity these symbols of Empire were entrusted to the gallant French Army by the Emperor, and with what devotion they were defended by it. They were, in comparison with colours, few in number; and when, owing to the nature of the contest in Spain, it became difficult to guard them, many were sent back to France under the following order by Marshal Soult:

"July 22, 1813.—Those corps whose strength is not 1,000, are to send immediately to the depôt of the regiment their eagle and their band. No regiment of Cavalry of the Army of Spain is permitted to retain its eagle. Those which may have done so are immediately to send it to the depôt."

Near the chancel in the chapel, on either side, are the celebrated Waterloo eagles, the standards (tri-colours), upon their staves, being in fair preservation. Who has not heard of them? And who has not seen the engravings, of "Scotland for Ever" and "The Fight for the Standard"? pictures, or subject of the last picture, was

One, the Sergeant Ewart of the Scots taken by Greys, who cut down three of its defenders. The story is thus told in Siborne's "Waterloo Campaign."

"As the Scots Greys passed through and mingled with the Highlanders, the enthusiasm of both corps was extraordinary. They mutually cheered, and 'Scotland for ever' was their war-shout. The smoke in which the French column was enshrouded had not cleared away

Plate II.
FLAG TAKEN BY CAPT. CLARK, 1st DRAGOONS.

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when the Greys dashed into the mass. Within that mass was borne the Imperial eagle of the 45th Regiment. . . . A devoted band encircled the sacred standard, which attracted the observation and excited the ambition of a daring and adventurous soldier named Ewart, a sergeant in the Greys. After a desperate struggle, evincing on his part great physical strength, combined with extraordinary dexterity, he succeeded in capturing the cherished trophy."

He was permitted to carry it into Brussels amidst the acclamations of thousands of spectators.

The other was taken by Captain Clark of the 1st Dragoons (the Royals), afterwards General Sir A. K. Clark Kennedy, who, with his squadron, attacked the party defending it, (Plate II.). Siborne tells the story thus:

"Captain Clark, commanding the centre squadron of the Royals, on discovering the group, instantly gave the order, 'Right—shoulders forward, attack the colour,' and led directly upon the eagle himself. On reaching it he ran his sword through the body of the standard-bearer, who immediately fell, and the eagle dropped across the head of Captain Clark's horse. He endeavoured to catch it with his left hand, but could only touch the fringe of the colour, and it would probably have fallen to the ground and been lost in the confusion of the moment, had it not been saved by Corporal Stiles."

Both the Royals and the Scots Greys bear the badge of an eagle to commemorate these captures, and both Sergeant Ewart and Corporal Stiles received commissions.

The first of these standards has upon it the battle honours of Austerlitz, Jena, Friedland, Essling, Wagram, and on the other side the words "L'Empereur Napoleon au 45e Regiment d'Infantèrie de Ligne," the last, the battle honours of Jena, Eylau, Eckmuhl, Essling, Wagram, and on the reverse side "L'Empereur Napoleon au 105e Regiment d'Infantèrie de Ligne."

Connected with these trophies, it may be mentioned that the contemporary gazettes and newspapers record the arrival in England, after Waterloo, of two eagles only, and the *Morning Herald* speaks of two eagles being at Carlton House on June 23, and afterwards displayed from the windows of the Home Office.

Gurwood, however, in his "Despatches" (Vol. XII., p. 484) makes the Duke of Wellington write on the day after the battle "I send with this despatch *three* eagles." Other independent accounts also, possibly in consequence of this, have stated that three were forwarded.

A reference which the writer was permitted to make to the Duke's original despatch shows that he wrote that two (not three) were forwarded. The word "three" in Gurwood is therefore clearly a copyist's or printer's error, and if more eagles were at any time taken in the battle, they were not, it seems, retained.

In addition to the Waterloo eagles, eleven others are to be seen around the chapel.

Four taken at Martinique, and one at Guadeloupe, in 1809-10, are said to have been the first French eagles seen in England see (Plate III.), and are commemorated in the armorial bearings granted to Sir George Beckwith, who commanded the Expeditionary Force which captured them: "A hand grasping an eagle or French standard, the staff broken."

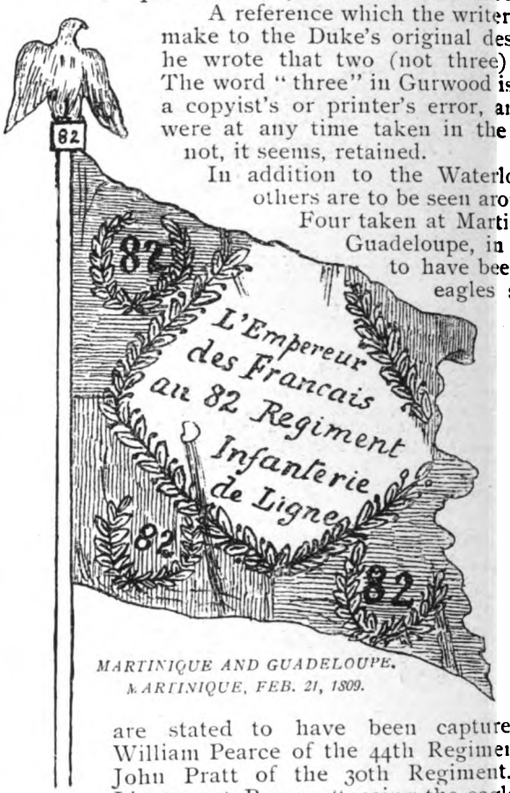
Two taken at Salamanca, in 1812 (Plate IV.), are stated to have been captured by Lieutenant William Pearce of the 44th Regiment and Lieutenant John Pratt of the 30th Regiment. It is said that Lieutenant Pearce, "seeing the eagle unscrewed from its staff, and in the act of being concealed," gallantly attacked the Frenchman, from whose hands he rescued it, being assisted in the capture by Private (afterwards Sergeant) Finley and others; and Captain Ford relates how Captain Pearce called at the Hospital in 1847 to look at the trophy which he had secured thirty-five years before, and scratched his name on.

Two were taken at the occupation of Madrid in 1812, and one was recovered from the river Ceira, near Foz d'Arouce, where it had been thrown upon Massena's retreat from Portugal, to save it from capture. (Plate V.)

Under the gallery of the hall is a very large Russian standard, captured at Kinburn during the Russian War. (Plate VI.).

(To be continued.)

Plate III.
EAGLES AND FLAGS TAKEN AT GUADELOUPE, JAN. 27, 1810.



MARTINIQUE AND GUADELOUPE.
MARTINIQUE, FEB. 21, 1809.

NOTES & QUERIES AFLOAT & ASHORE.

"SURVEY."—"Blue Backs" were the charts which used to be supplied by the publishing trade before the Admiralty charts were issued in their cheaper form. About 450,000 charts are annually issued by the Hydrographic Office; in 1899 429,000 were issued. In recent years the American Hydrographic Office has made great strides, and its monthly pilot charts of the Atlantic are justly celebrated. Besides the central office at Washington, D.C., there are seventeen branch offices, and two more, at Manila and Pensacola, have been recommended. In a recent report of the Bureau of Equipment of the United States Navy, the writer says that "the Hydrographic Office of this country (the United States) is justly rated as the best in the world. It is yearly visited by hydrographers from many countries. Its aids to mariners are of world-wide reputation. The time has come when it is absolutely necessary to provide reasonable accommodation for hydrographic work, or progress will cease, and the high reputation now established can no longer be maintained." This plain speaking from the head of a department in a report to Congress is an indication of what may occur in England if the recommendation of the Hartington Commission is carried out, viz., that annual reports should be made to Parliament by the heads of departments of the Navy.

* * * *

"RESERVIST" (Walmer).—Apply to the Adjutant-General, Horse Guards, through your Regimental District Headquarters. In both houses of the Legislature it has been stated that suitable men possessing £150 or thereabout will have Government land allotted to them, and will be further assisted by loans during the first three years of residence in South Africa. Married men are more welcome than bachelors, and all women (married or unmarried and female children) will enhance their prospects by migrating. As a reservist or concessionaire the Government will have a lien on your services: but beyond enrolling you as a member of the nearest Town Guard, you would not be moved from your holding except under extraordinary circumstances. Facilities (and possibly a free passage) will be guaranteed you for the journey out for self and family.

* * * *

"R. T."—Live automobile torpedoes have not been expended for exercise in the British Navy since the evolutionary manœuvres of 1884. On that occasion the boats of the "Minotaur" and "Neptune" were armed with a live torpedo apiece. The "Minotaur's" was first fired, and it hit the target and exploded. The "Neptune" then tried hers, but the pistol failed to act, owing to the fact that the torpedo ran into a hole in the rocks which represented the target. A diver had to be sent down to examine the torpedo, and as it would have been dangerous to try to recover it, it was destroyed by a charge of gun-cotton. Subsequently another torpedo was fired by the "Northumberland's" boat, which was exploded successfully. The torpedoes of those days were very inferior weapons, and could hardly be relied upon to run straight for 300-yds., though their range was nominally 600-yds. I hear that this practice is about to be revived, and that the older patterns of torpedoes will be gradually expended in this way. Other nations fire live torpedoes, notably the French, who appear to carry out a regular practice with them.

THE EDITOR.

Plate VI.
RUSSIAN IMPERIAL FLAG TAKEN AT KINBURN, OCT. 17, 1855.

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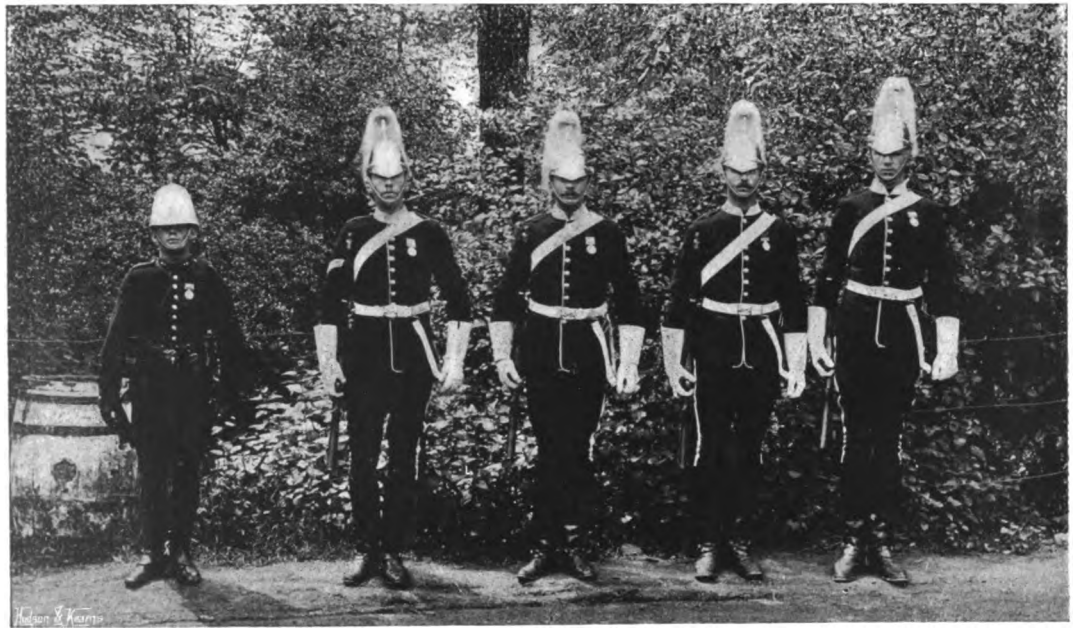
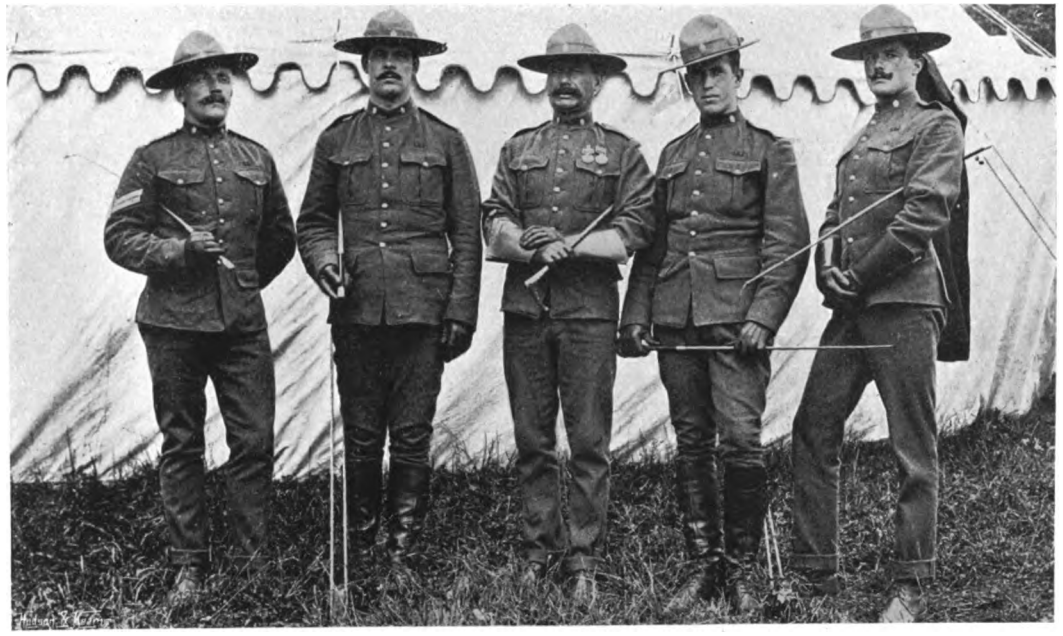
SONS OF THE DOMINION.



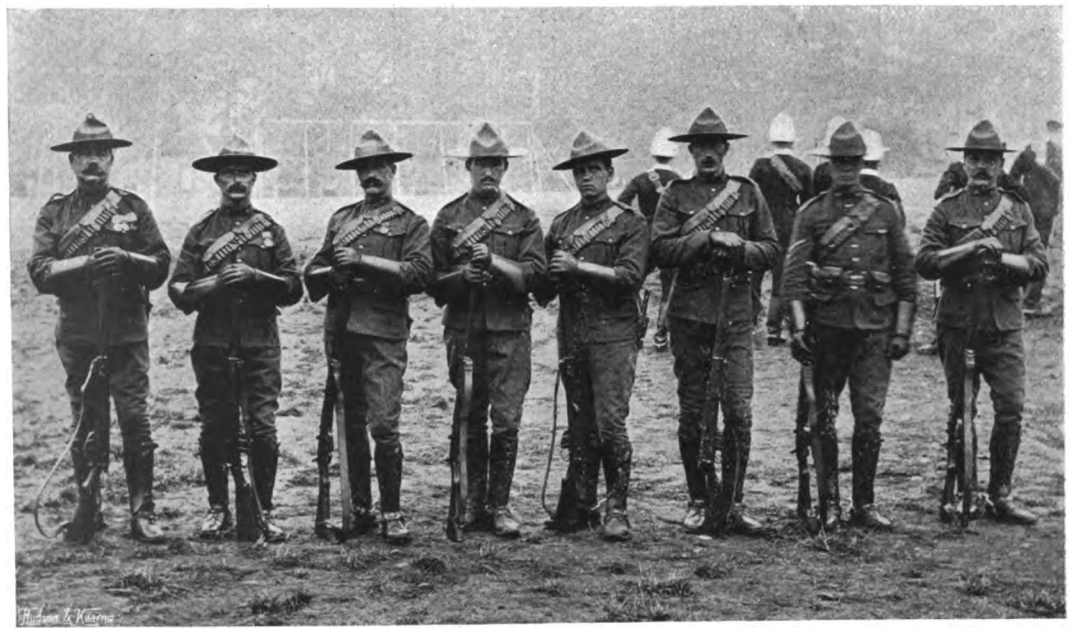
PRINCESS LOUISE'S DRAGOON GUARDS.

A title reminiscent of a past Governor-General and his Royal spouse.



LORD STRATHCONA'S OWN SCOUTS.

Sta'wart and worthy bearers of a name honoured in two hemispheres.



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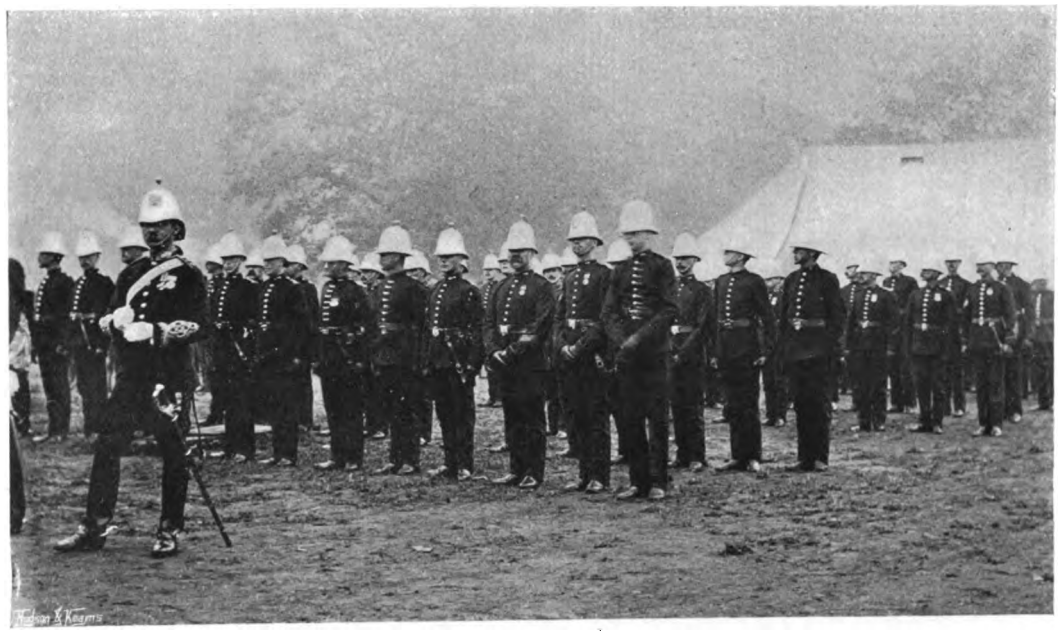
ROYAL CANADIAN MOUNTED RIFLES.

Warriors of Winnipeg, the heart of Britain's granary in Manitoba.



Halsby.

ROYAL CANADIAN FIELD ARTILLERY.

Men of Montreal under Captain Morrison, D.S.O., gallant gunners all.

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MODERN LIFE INSURANCE.

By F. HARCOURT KITCHIN.

THE respective advantages of proprietary and "mutual" insurance companies supply a perennial subject for controversy, and no settlement will be arrived at until insurance agents have disappeared utterly. Naturally, a man makes the best of a company which he represents, and can see few, if any, merits in those whose interests are opposed to his own. The insurance agent fulfils a most valuable function—without him not one-tenth of the present insurance business would be done—but his opinion as to the various merits of offices is too biased to be worth very much. A proprietary company—one, that is, which has shareholders—would appear at first sight to be less profitable to insure with than a "mutual" office, since some portion of the profits has to be withdrawn from the policy-holders and given to the shareholders. But, curiously enough, the obvious is often most misleading, especially in insurance matters. It happens that proprietary offices, more particularly those which have fire and other branches as well as life, are able to spread the expenditure of country offices and agents over the whole business, and to relieve the life department of much of the cost of obtaining new business. Then, too, the existence of shareholders is a useful spur to the energies of permanent officials, and prevents them from becoming over-complacent. Thus, it happens that while there are two or three "mutual" life offices which can show results unapproachable by any proprietary office, yet, taking them all round, the average proprietary office compares very favourably indeed with the average "mutual" office in respect of the profits which it earns for its policy-holders.

The Life Business of the Future. At the risk of being laughed at in quarters where I have many good friends, I must repeat my belief that the life business of the future will be done more and more without-profits, and that with-profit insurance will become less and less popular as the public grow learned in insurance matters. The movement may not be very fast, but the signs are quite plain to those who care to use their eyes. The heaviest blow which the old-fashioned participating life insurance ever had was the introduction of the system of "discounting" bonuses. This system, in the vulgar tongue, gave the whole show away. It let people know with great accuracy what the bare cost of insuring their lives really was, and it compelled the companies which offered the system to reduce the non-profit premiums almost to the level of the "cost-price" premiums. Competition has done the rest, and is doing more than many insurance officials at present believe. Since, in the case of non-profit business, the only considerations which matter are security and low premiums, the "man in the street" can weigh the respective merits of insurance companies as easily as he can those of rival grocers. He knows that nineteen life offices out of twenty are abundantly secure, and by running his eye down a table of premiums, such as is given in "Bourne's Handy Assurance Manual," he can come to a perfectly sound decision as to which company will give him most for his money. The moment this simple fact is widely grasped—and I agree that it will take a good many years—the day of with-profit assurance will be over, except in the case of the very best offices. All those who have any close acquaintance with life insurance are perfectly well aware that non-profit insurance at modern competitive rates is better business for policy-holders than with-profit insurance in at least half the existing life offices.

Rate Cutting. When competition takes place between offices for non-profit business it is plain that proprietary companies have a considerable advantage, especially those which transact fire and other classes of insurance. They can point to the security afforded by their capital, paid and unpaid, and they can cut rates in a fashion which the directors of a "mutual" office, representing the interests of the policy-holders, would hardly venture to do. I am not for a moment advocating rate cutting—a practice which is less defensible in life business than in any other branch of insurance—but it is already with us, and has to be reckoned with. The tendency is to cut non-profit rates, either by publishing revised tables or by making special reductions in special cases. So long as the lower rates are published the public are being fairly treated, however much rival officials may grumble, but it is not fair to the public to publish a certain scale of rates and then to accept lives on lower terms merely to take business away from another office. It is not "cricket," as boys say. Neither is it quite fair to the large numbers of with-profit policy-holders every company has on its books for it to do non-profit business at rates which are less than those which it takes credit for at its periodical valuations. For the deficiency in these premiums must be made up out of the funds contributed by those who pay the higher participating rates. Within these equitable limits the lower non-profit rates are the better for the public.

Composite Companies. Insurance companies which transact life business only have advantages of their own, but there is no doubt that the composite company which insures your house against fire, and yourself against loss by death or old age or accident or disease, possesses practical conveniences which must give it a considerable pull in a practical world. It is the old story of the separate shops and the stores. Individually the shops may be better than the stores, but the lady who can walk from one department to another under cover will not go out into the rain. The insurance companies which approach most nearly to the description of "stores" are the Royal Exchange and the Commercial Union. They are very good companies too. One can transact with them ordinary life and endowment assurance, annuities, fire, accident, burglary, marine, and various other miscellaneous classes of business. The Royal Exchange makes a speciality of annuities, which is rather unusual, since this branch of business is much neglected by most companies. The office is ready to examine annuitants medically and to allow special terms to those whose lives are impaired. The premiums in the life department have all been recently revised, and the office, though of great age, is very much up to date. One little improvement in life assurance should be mentioned. The Royal Exchange, in return for a small extra premium of about ninepence in the pound, will forego the payment of life premiums during the whole time that an assured person is incapacitated by accident or illness. The period of illness must not be less than two months, and the sickness protection does not extend beyond the age of 65. The advantages afforded by this arrangement are so obvious that I need not dwell upon them. The Royal Exchange and the London Assurance Corporations both date from 1720, and are the oldest life offices in existence. The latter company does not do accident and miscellaneous business, but confines itself to life, fire, and marine insurance. The London Assurance divides its life business into participating and non-participating branches, and the shareholders pay the expenses of management out of their share—one-third—of the profits of the participating branch. This system works very well in practice. I do not as a rule care about giving examples of "bonuses," since these are usually misleading. The London Assurance's method of dividing profits is, however, "so simple that anyone can understand it," as Mr. Chamberlain said with less reason of his scheme of old-age pensions. This company declares a cash bonus, and at the late valuation, at the end of 1900, the return in this manner to participating policy-holders was at the rate of 5s. 6d. in the pound on their premiums—27½ per cent. I have specially mentioned the Royal Exchange and London Assurance Corporations since they are remarkable at once for extreme age and extreme modernity in conditions. There is nothing in the least senile about either of them. Both of them, by the way, offer favourable terms to Naval and Military officers.

A Sound Investment. The Hand in Hand Office—one of the oldest and strongest of insurance companies—has adopted a combined system of life assurance and annuity which forms a useful investment for those who know nothing of Stock Exchange investments and want a fair return with absolute security. Under the Hand in Hand's scheme, the office will pay a fixed income during life of from 3¼ to 3½ per cent. on capital invested in this way, and will guarantee the return of the capital intact at death. No medical examination is required. The capital may be withdrawn, if desired, at short notice. Although an investment of this kind is not technically available to trustees, yet it is better both as regards annual return and as regards security than most trustee stocks. There is no possibility of any depreciation in capital. It is far better for retired officers and widows to invest their capital with an insurance company such as the Hand in Hand than to embark on the uncertainties of the Stock Exchange. An investment of this sort is the simplest kind of transaction. The formalities amount to nothing more than a dozen words on a printed form, and a cheque. The annuities are payable by half-year'y instalments.

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THE NAVY & ARMY ILLUSTRATED.

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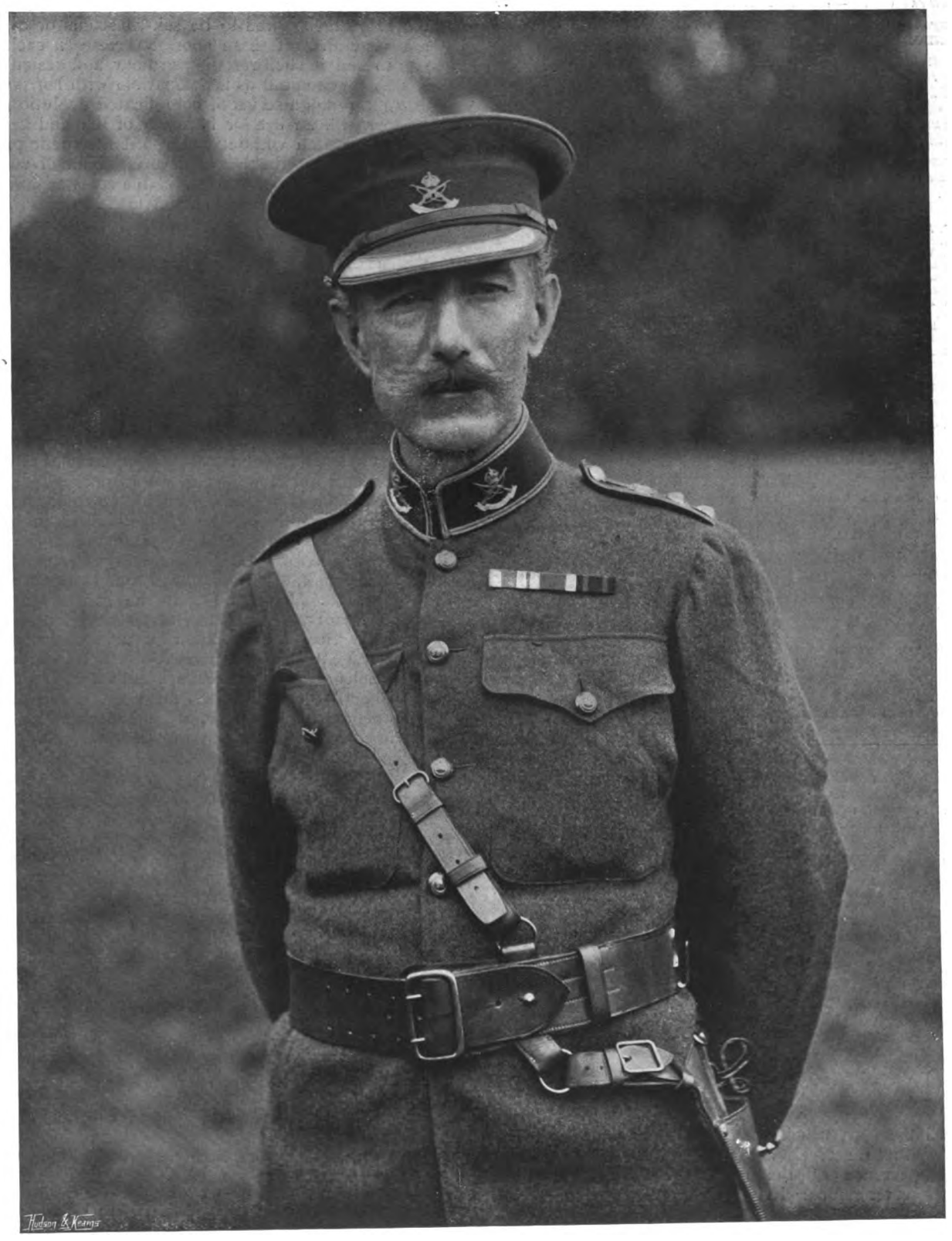

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COLONEL THE EARL OF DUNRAVEN AND MOUNTEARL.

THE COMMANDER OF THE NEWLY-FORMED SHARPSHOOTER REGIMENT.

Colonel the Earl of Dunraven and Mountearl, K.P., P.C., served in South Africa as a Captain of Imperial Yeomanry, and has perpetuated the name and memory of the battalion to which his company was attached by raising for home defence the 3rd County of London (Sharpshooters) Imperial Yeomanry, of which he is commanding officer.

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NAVY & ARMY ILLUSTRATED.
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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

Publishers' announcements and books for review should be addressed direct to the Editor of the NAVY AND ARMY ILLUSTRATED, *20, Tavistock Street, Covent Garden.*

The Beauty of Battle-ships.

OF all the pens which described the Naval Review at Spithead, scarcely any were used in praise of the appearance of the modern ship of war. One observer compared a battle-ship decorated for Review purposes to "something between a railway station and a bazaar." We were told how business-like the vessels looked, how well adapted for their purposes, how clean, how trim, how spick-and-span from stem to stern. But no one spoke of their beauty or their picturesqueness, or dwelt upon them in terms of affection such as used to be applied to the wooden walls that guarded Britain in days when the ironclad was unknown. Yet there are elements of beauty even in an ironclad, though they are not made manifest to the casual observer. When he sees the funnels and the conning-towers and the barbettes and the huge straight-lined hull, he thinks at once of the "Victory" or the "Fighting Temeraire" well under way, with all their snowy canvas set before a stiff breeze. Sentiment enters largely into the comparison, just as it does into the abuse of the ugliness of railway trains compared with the charm of the stage coaches which they displaced. We are only just beginning to see that there is beauty in the swift motion of a train, in the ease with which it does what is required of it. People in the country even like to hear the distant noise of a train and to see the track of white steam which it leaves behind, and there is a fascination in watching at night the lights of a train rushing through the darkness.

So ought we to find as well something to take the eye in a battle-ship. At anchor even it sits the water with an almost graceful air of calm strength. When it is under steam we can leave out the "almost" and speak without reservation of the rapid, gliding force of its motion, the swanlike dignity of its uprightness, the sweeping lines of its swoop and turn and hovering slow-down. Anything that lies upon the waves takes from them an elegance of buoyancy. A ship which has complete mastery over her element adds to this elegance a sense of power, too easy and assured to be self-conscious or overbearing. To see a number of these enormous vessels, each sheathed from end to end in shell-resisting armour and designed so as to give her as much speed as is compatible with her immense strength, going through a series of complicated evolutions is a sight that no one with an eye for harmony of line and balance of proportion can watch without feeling keen æsthetic pleasure. Artists prefer to paint the huge, towering bulk of some "Great San Philip" or other of the formidable sea-monsters that His Most Christian Majesty sent in his Armada to crush the sea-might of England in 1588. But consider what a clumsy thing a Spanish or an Elizabethan galleon was, how it laboured in its course even with a fair wind, and lay a helpless thing whenever breezes failed it. Except for the strangeness of its aspect, and perhaps for the colours which made it defiantly gay, there was nothing about it to fill and please the eye. It was not only ill-adapted for its purpose, it was so inept and ill-proportioned and ungainly that beautiful is certainly not the word to apply to it. Earlier ships had been built on lines that could be contemplated with satisfaction, but, as a writer in the *Nineteenth Century* recently put it: "The beautiful lines of the early builders disappeared under huge cage works, half and quarter decks, poops and poop-royals, till the Tudor ships, like John Hawkins's 'Jesus of Lubeck,' resembled half-moons, full of angles instead of curves." Then, in order to guard against the danger of their being swamped by following seas as they ran before the wind (which was about all they could do), the sterns were raised very high, and so the Naval architects arrived at the form of the "great ship" or galleon.

Sentiment, of course, clings round the vessels that ravaged the Spanish Main, and sent the great Armada to strew its broken spars and the bodies of its navigators upon the rugged northerly Scottish and Irish coasts. Patriotic associations are bound up equally with the men-of-war that beat back the power of Napoleon and gave these islands the greatest "influence of sea-power" the world has ever seen. But, if we try to leave sentiment out of the case, were Nelson's ships really nearer to the ideally beautiful than the ironclads that form our Imperial line of battle nowadays? Most people would say "yes" without hesitation, but then the majority is generally wrong. There are many who would point out that a fully-rigged ship, though she was a fine sight, had no more excellence in proportion, no greater symmetry of line, than our own "Majestic" or "Renown." She looked top-heavy, for one thing, and, for another, you seldom saw her, as she appears in pictures, with every sail perfectly set, every rope and spar in order. The towering masts of a modern man-of-war, with their network of ropes, are just as graceful in themselves as the square rig of old days, and far better adapted to surmount an enormous hull. To quote Mr. W. J. Fletcher again from the pages of the *Nineteenth Century*: "What ship of Tudor or Stuart days ever showed so easy a curve fore and aft, such exquisite fineness of entrance and run," as, for example, the vessels of the "Canopus" class? And the amusing thing is that in all ages the same complaint has been made as that which we hear to-day—of the ugliness and inconvenience of our battle-ships. A hundred years hence, when battles are fought under water or in the air, the painters will devote themselves to putting on their canvases the ironclads of the late nineteenth and early twentieth centuries, and everyone will say what a pity it is these splendid-looking ships have gone out of use.

The new regulation that all British vessels of war are to be painted grey will give them henceforward a uniformity of appearance which they have hitherto lacked. The plan in vogue for some time past has been to paint them red up to the water-line and then black with a band of yellow above. But you did not often find two ships with the same shades of red or of yellow, so the effect produced was one of variety. There are many different kinds of grey paint, it is true, but they come to much the same after they have been under the influence of the weather for a short time; and grey is certainly a decorative colour at sea, where the blue and green of the waves cast their reflections upon it, as well as a useful. So the change is one upon which the Admiralty may be congratulated without reserve.

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MEDITERRANEAN MANŒUVRES.

ALTHOUGH the above heading might lead a reader to look for columns and lines of battle-ships and cruisers, the manœuvres which we illustrate took place on the dry and arid soil of unwholesome Malta. The force at the disposal of the Governor is essentially one for coast defence. Our pictures give some idea of the makeshifts resorted to with such a force where mobility is necessary. The gun teams would not excite any very great admiration at Aldershot or Woolwich. All the same, they would be found most useful in cases of emergency. Again, the Mounted Infantry which we see in the distance in the picture of Ghain Tufetra are perhaps not up to South African form, but, if they are mounted on the best Barb ponies which are procurable in Malta, they are no doubt a useful force. They are so far off that we cannot quite judge. The coursers that we can see in the foreground of the other pictures seem to belong to the gharry-driving interest and just to be taking a little holiday by indulging in a long day's work at manœuvres.

Malta is chiefly important as a coaling station. Ships can coal there quicker than anywhere else. Over 600,000 tons of coal are annually imported. Malta is also sometimes called a sanatorium, as it is healthy for a few months of the year, when it is visited by English tourists in great numbers. There is, however, a deadly fever peculiar to the place, to which an increasing number of Englishmen annually fall victims, and which always leaves its mark even when it does not kill. The island has for years been used as a depôt for the East, and a portion of the troops are always kept ready as an Indian contingent.

The inhabitants, who are a hybrid race, speaking a jumble of Arabic and Italian, greatly over-estimate the importance of their island and themselves. They call their inhabited quarry the "Fior del Mondo," and they believe that there is no such other paradise on earth. A glance at the pictures will give one an idea of the bare and arid country, where the few green things that grow have to be protected by high walls from the scorching sun and the withering winds, and where the very soil itself is brought from Sicily. With all these natural disadvantages, the Maltese manage to raise wheat and potatoes, oranges, figs, and grapes, besides other vegetables, and to make flowers spring from the desolate rocks. They are excellent cultivators and thrifty to a degree, and, if only they could appreciate their island at its proper worth, they would be excellent citizens.

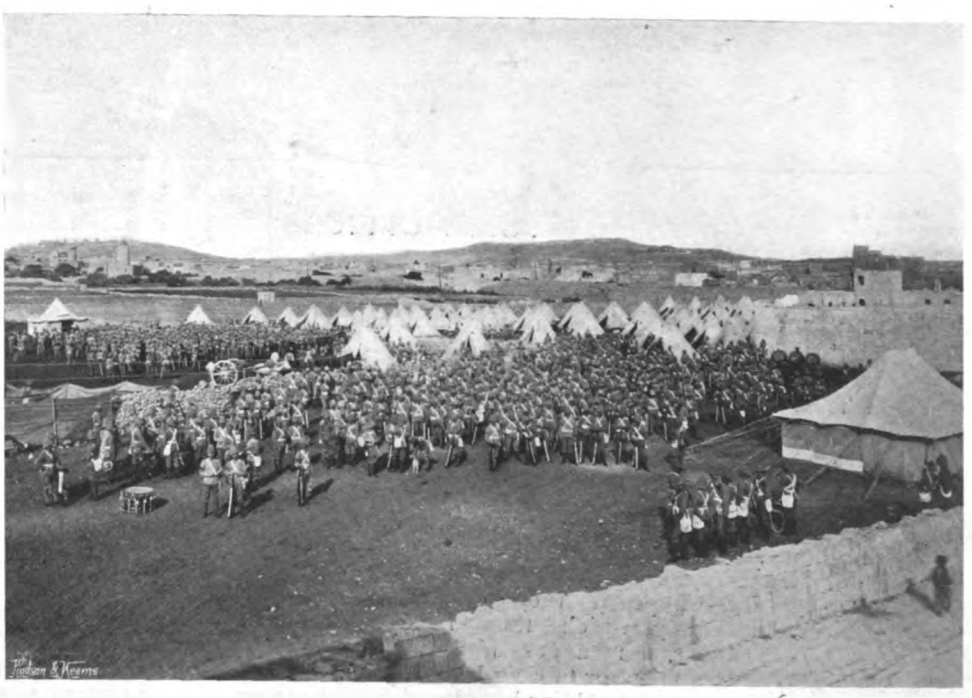
Our good friend France wants to look in at "our Mediterranean window" by way of Tripoli, just as she watches Gib from Tangiers, but, up to date, the Mediterranean has not become a French lake, notwithstanding the announcement of the Great Napoleon that he intended to make it so.

The garrison of Malta in normal times consists of nine companies of Artillery, eleven battalions of Infantry, three companies of Engineers, and detachments of Departmental Corps, besides the local Militia.

With such a garrison unaided, it would be possible to hold out for an appreciable time against any probable attack—that is, if the bulk of the fleet had been called on to act elsewhere. While, however, the British Mediterranean Fleet is within handy call of Malta, she has only to signal and she is safe from any chance of surprise. It is pathetically quaint to think that the Maltese, who have been carefully protected as chickens by the English hen, should turn upon their protector on the question of using their own language for their own courts.

A GUN TEAM.
Going uphill after an action.

BY GHAIN TUFETRA CAMP.
The Lancasters and Mounted Infantry at Manœuvres.



Photos. Copyright. *Ellis.*

"STAND AT EASE."
The Lancashires in Musta Camp.

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It is true that we have always allowed Maltese methods, and tried, here as elsewhere, to make our fellow-subjects feel that, though not of our blood, they have our rights in every particular. This consideration on the part of the Mother Country should have prevented the angry outburst which there has lately been on the language question. So great was the excitement that some of the local papers, printed in English, have gravely discussed the question of "an appeal to arms." Truly a storm in a teacup.

All is now happily settled, and the reward of a peerage to the Governor shows how his action in this difficult matter has been appreciated by those who know.

One of our pictures shows that the Admiral is having an unofficial look round at the soldiers' manœuvres. Of course, in "real business" such a look round would be official, and the Naval Commander-in-Chief would be accompanied by his staff. Here he is seen merely as a guest of the Governor, but, no doubt, "takin' notes" with a seaman's eye.

Some of the pictures give the impression of very high ground. There is not, however, in Malta any considerable range of hills, 758-ft. above sea level being the culminating point of the island. The "little military hothouse" is more appreciated by seamen than by soldiers. The latter have to spin out their weary terms of uncongenial service without a change. The seamen, after a bustling cruise, are glad to come back to a place where there are polo, cricket, clubs, and opera, and, above all, Englishmen to meet on shore—not to mention Englishwomen. So seamen love Malta, while soldiers hate the place.

Some men who would never be guilty of whistling a tune at home, find a distraction from the eternal dulness of the Maltese summer in the study of music. For such there is hope if they confess to a frank ignorance of the study which they have temporarily taken up. If, however, a man gets bitten with the music mania, and adds to it a taste for talking bad Italian, you may safely say that his career as a soldier has closed. Such a man was "ould Tooty," as an Irish subaltern called him. He was a major in a distinguished corps. Two hot weathers at Malta had driven him to music and the study of the Italian language. One day he announced that he was going to sing at the opera, and several of his brother officers who had been bored by his incessant practice went to see if it was possible that he could be accepted by musicians. As the subalterns said, "Not a bit could we see or hear of the brave major till the *tutti* came on." (They spell it *tutti*, though they call it tooty.) I spotted him in the third row, and, faith! I was afraid to chuck the cabbage I brought for fear of hitting a dear little darling that was in front of him. I always called him "ould Tooty" from then.

Peace to his ashes! Ould Tooty is dead! There were no manœuvres in his time. At least, not manœuvres as we understand the word to-day. Every old soldier who is the son of an old soldier will remember his father talking of "the fourteen manœuvres." An infantry soldier was supposed to be a pretty good man if he could train his battalion to be perfect in "the fourteen manœuvres," which were principally changes of front by elaborate evolutions. This is all changed nowadays, and the word "manœuvres" is applied to extended operations of troops instead of to barrack-square evolutions. These are still carried on to a pitiful extent. It is painful to the military visitor to Portsmouth to see the Garrison Artillery, whose work is in the forts, being buzzed about as Infantry. It is, of course, necessary that a soldier should be quite as "handy" a man as a seaman; but, like the seaman, he should be kept mainly to his own work. The garrison gunner has a vast amount to learn, and his adaptability is nearly as well known as the seaman's handiness. See in the picture how the determined sergeant, regardless of the trappings of his steed, is leading his team away from victory, while the equally admirable bombardier clasps his knees round his palfrey as though he were astride a derrick and about to set some of the headgear right.

The Royal Malta Artillery is a corps which is little known in England. It is a local corps, as the Maltese do not much care for general service, though there are many commissioned officers throughout the Service of Maltese birth. The Malta Artillery is a highly efficient corps. Its duties are exactly similar to those of the English Artillery, and the local knowledge which officers and men bring to bear on the various works at Malta is of the greatest use to Artillerymen who are freshly arrived in the island.

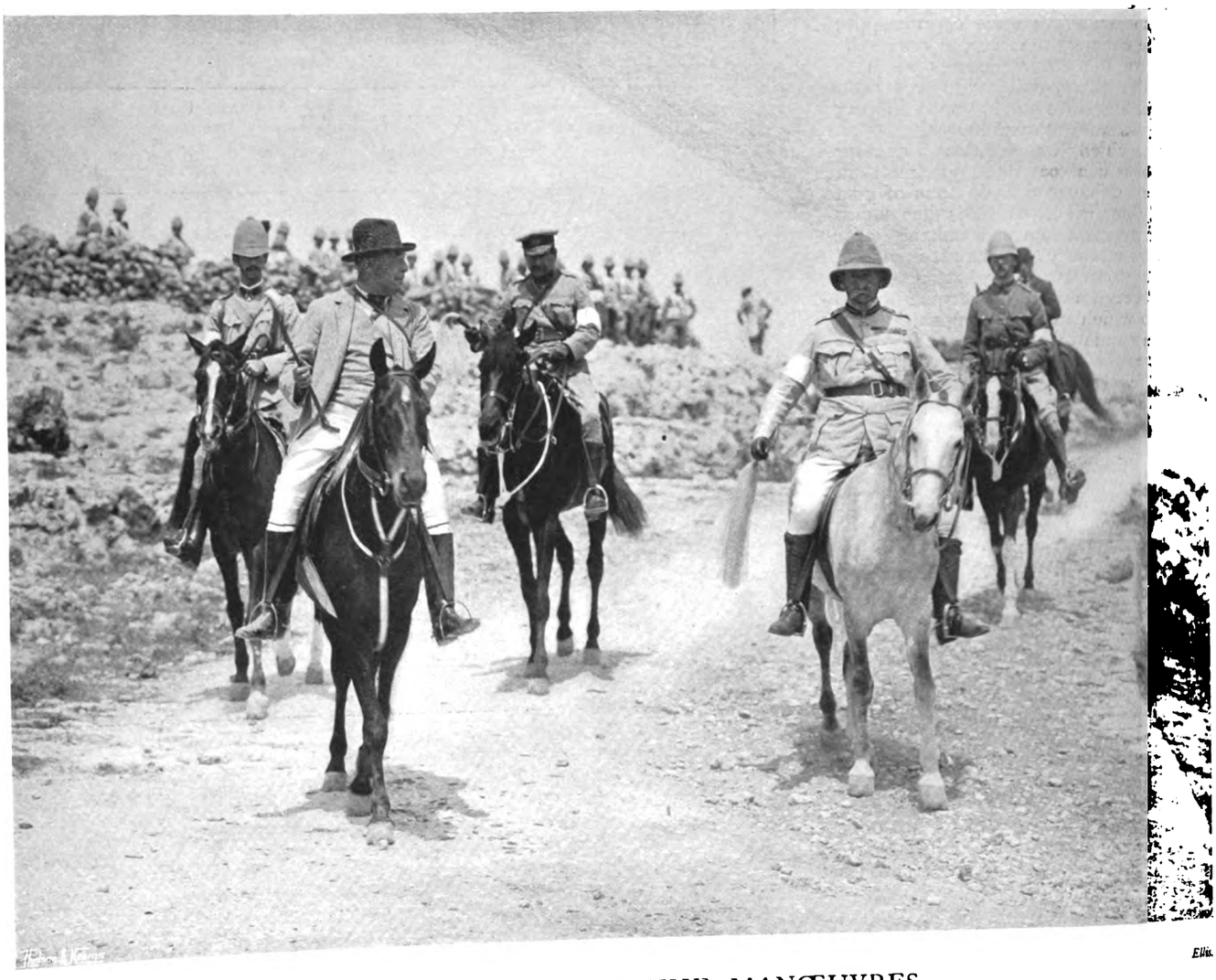

Photo. Copyright. Ellis.

SOME OFFICERS AT THE MANŒUVRES.

Reading from left to right the names are: Captain Farmer, A.D.C., Admiral Watson, General Caningham, R.A., General Lord Grenfell, Governor of Malta, Captain Hall, Orderly Officer, R.A.

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A SENTRY, 1791.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

A SCOUT, 1791.

By RANGE-FINDER.

ALTHOUGH Mr. Brodrick assured the House that he was only confronted with sixty resignations by officers of their commissions as an outcome of the ratification of peace in South Africa, one cannot but feel that this, as all other big wars before it have done, will find a large percentage of the better-educated men who took part in it disgusted with the methods and barbarity of war, and it will not be surprising if a very considerable number of the younger men now relinquishing their calling as soldiers take to themselves the office of priesthood in the Church. Precedent points to a very considerable number of officers having thus changed the sword for the prayer-book after the Peninsular War, Russian War, and Mutiny. It can be easily understood how the horrors of war—and they are many—are able to play upon natures which are more sensitive than in the ordinary calibre of men, with the result that men think themselves into that state of mind which is sufficient to lead them into Holy Orders; and, as a rule, such men make good priests and spiritual teachers. But although all this may be good for the Chaplains' Department, it does not help us with the task of officering our Army. The *Gazette* of last Friday (August 22) alone contained fourteen resignations of commissions. And these were not all juniors; the majority were in the grade of captain, and there were one or two majors. Six out of the fourteen were confined to cavalry, and it will be in the cavalry that the dearth of officers will be most felt. Now I am not at the present moment going over the old ground again, and tell you how the Army is to be officered by a direct competition with the labour market; but I am going to try to show how indifferent the authorities really are to the well-being of the Service which they should foster, and which the taxpayer believes that they do foster. At the end of a war which has practically been a three years' war, the military enthusiasm of the majority of soldiers is at its lowest vitality. Theirs is two o'clock in the morning vitality, and, as such, takes but a very little inadvertent treatment to become wholly extinguished. Therefore it would behove the authorities to make every effort to fan the flame of this enthusiasm by every means in their power. Now let us examine the state of affairs existing in South Africa. Every officer is entitled to four months' leave as a reward for the services of the last three years. And one would have thought that the authorities would have encouraged every man to take this leave by all the means in their power—not, of course, at the expense of absolutely denuding the units of their officers, but in a fair scale of rotation, fixed by commanding officers. By "every means in their power." I refer to indulgence passages in troop-ships which are sailing almost daily from the South African ports for home. Not a bit of it. While it is possible for all sorts and conditions of females who may have the audacity to ask for them to receive indulgence passages, it is with the greatest difficulty that the British subaltern can secure one, although he may have been two years upon active service and wounded into the bargain. He is told that there are no passages available, and that he must go by mail steamer if he wishes to get home—that is, he must put down the £70 in solid cash which the Union Castle Line demands for a return journey, a sum which has, undoubtedly, put the four months' leave beyond the reach of a large majority of junior officers. This in itself is not inclined to fan the flame of military enthusiasm, which, as I have already pointed out, is at its lowest ebb; and quite a number of men who, if they could have received their leave, would have returned to duty fresh and contented after a holiday, have kicked over the traces at the final burthen. Neither are the authorities logical in their procedure. If, as they state, they have not room available in the transports, it would pay them—that is, they would save money—if they paid, as they should, and as the country would be willing that they should, the return fare of such officers who had qualified for war-leave. The Colonial pay and allowances, and ration expenditure per head for one junior officer for a period of four months, is more than a first-class passage in a steamer. But this is a business reckoning for which the Army organisation has no comprehension. Thus, half the juniors entitled to leave are unable to take it, and quite a number in despair have forced the authorities' hand and purse by leaving the Service altogether. Someone should look into this. Certainly it is all wrong when an officer susceptible to female influences has the ordering of indulgence passages; such a man should be living in retirement in a villa at Bath or on the South Coast, not playing "ducks and drakes" with Government privileges.

We are hearing a good deal about the overcrowding of troop-ships which carried men to Australia who had been fighting for us in South Africa. Now the Australians may not like it when I tell them that, if there has been any overcrowding or discomfort or anything wrong at all, they have no one to blame but themselves. With a reserve and loyalty characteristic of the British nation, we have held our peace with regard to these latter contingents which have aided us in our struggle in South Africa. They have fought well, and we have overlooked their misdeeds. Now as Australia is calling for it, I will give the reason why matters went wrong on board the transport. After about the fourth contingent it became fashionable for each returning contingent to, as Kipling would put it, "Go large a bit." That is, they simply broke out into open mutiny as soon as they reached the port of embarkation. Each contingent seemed to vie with the last in disorderly and uproarious conduct, until latterly it came to such a pitch that the returning Colonials resolutely took charge of the seaport towns, and no self-respecting citizen dared show himself out-of-doors. It was more disgraceful than one dare put upon paper, and the authorities were only too glad to herd the men, drunk or sober, into the first ship and get them out to sea. An officer who was present at Durban at one of these outbreaks said, "It reminded me of what I had read of Ciudad Rodrigo!"—which means that it was an outbreak of most condemnable bestiality.

The Home authorities are looking about for a suitable manœuvre ground which will be more featureless than Salisbury Plain. At the present moment the officers in charge of this departure are studying the country in South Wales. Brecknockshire would seem to present possibilities, and if sufficient water is forthcoming we shall probably have our next large manœuvres there.

The event of nearest military interest will be the German manœuvres, at which quite a number of distinguished British soldiers are to be present, at the express desire of the Emperor. Lord Roberts and the Secretary of State for War are both going, and rumour has it that Lord Kitchener is also destined for a visit to the Fatherland. The main point at issue is that the Germans believe that they have deduced all

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the instruction necessary from the experiences of the South African War, and the radical changes brought about by these deductions are to be evident in this year's military display in the vicinity of Posen.

I have been struck by an article which appeared in this month's *Nineteenth Century* on the subject of "War Correspondents." I do not know with what authority the author writes, but he hardly presents a just review of the case, as I have understood it when in conversation with men of this "romantic calling." From the inferences made by the writer of this article Lord Stanley was a model Press Censor, and the whole of the essay appears to have been built round Lord Stanley and his office. This is not the view taken by the majority of correspondents who have crossed my path, men far more qualified to give an opinion than the unknown writer in the *Nineteenth Century*, and I believe that the really distinguished correspondents are quite content to allow their positions, social or otherwise, to rest upon their own merits and the merits of the journal they represent. Certainly they do not hanker after the honorary military rank which their champion in the magazine article claims for them. My experience of correspondents has been that we do not object to fair criticism from the pens of men competent to make that criticism—men who accompany us into the danger-zone and judge of our difficulties and attainments from the same plane as ourselves. But what we do object to is criticism from the pens of men who never dissociate themselves from Headquarters, who do not participate in our trials and tribulations, and who of necessity take the Headquarters' line in dealing either with success or failure.

A HOME-COMING.

AMONG the more pleasant sequels of the war has been a series of home-comings of various sorts, ranging from that of the great general who has consolidated a brilliant reputation in his latest long and arduous campaign, to that of the private soldier, thankful to be quit of South Africa for good, and probably wondering how soon his grateful country will provide him with a decent billet in civil life. Somewhere between these two extremes comes the hearty welcome accorded to individual officers by their fellow-citizens or fellow-villagers, in recognition partly of the good work they have done in the field, and partly of those ties of affection and respect which, even in these democratic days, bind the upper, middle, and lower classes of small communities in very cordial union.

Photo. *Lambert Weston.*

WELCOMED HOME.

Lieut. H. W. A. Ripley, Royal Dragoons, of Bedstone, Salop.

Of this sort of home-coming a pleasant instance occurred the other day, when the village of Bedstone, in Shropshire, dressed itself in bunting and broke out in arches to welcome home from South Africa the eldest son of Sir Edward Ripley, of Bedstone Court. Sir Edward Ripley, Bart., of whose beautiful Shropshire seat we give a picture, is very well known in the North of England, having once been M.P. for Bradford. He is Deputy-Lieutenant for Shropshire, and formerly commanded the 10th Volunteer Brigade, Northern Division, Royal Artillery.

Lieutenant H. W. A. Ripley obtained his commission in the Royal Dragoons from the Militia just a week after the war broke out, and accordingly has seen more service of the active than of any other variety. He has had the advantage, too, of seeing it as an officer of one of the very best corps of His Majesty's Army, which since the defence of Tangiers in 1662-64 has been conspicuously engaged in almost every great British campaign. As everyone knows, the Royal Dragoons have the Emperor of Germany as their honorary colonel, and he has reason to be proud of heading such a notable British corps. In a war like that in South Africa the Royals have not had the same chance of distinction as they had in the Peninsula, at Waterloo, and in the charge of Scarlett's Heavy Brigade at Balaclava, but what they have done has been in keeping with the reputation for absolute efficiency which the regiment has always enjoyed.

Lieutenant Ripley, who is one of a number of officers in the regiment who come of a distinguished stock—a corps which includes one Emperor, one Serene Highness, three Lords, four Honourables, and two Baronets may, without snobbery, be deemed fairly well connected—was met by a number of friends at Hopton Heath Station, and, on arriving at the outskirts of Bedstone village, the horses were taken out of his carriage and the latter was drawn in triumph by willing hands to Bedstone Court, a local band heading the procession. At the Court the hero of the hour was met by his mother, Lady Ripley—who, by the way, is a soldier's daughter, her father being General Emmott-Rawdon of Rawdon Grange, Leeds—and other members of the family. After greeting these near and dear ones the young officer faced the assembled spectators and thanked them warmly for the magnificent reception they had given him. His pleasure and appreciation, he said, were only marred by the regret that his brother Guy of the 4th Battalion Rifle Brigade was not there to share the welcome. His brother had seen him off at Bloemfontein, but had not been able to accompany him home. Other speeches followed, refreshments were distributed, and subsequently a move was made by those assembled to the park, where, in good old English fashion, "dancing was kept up until dark."

There is much of genuine interest in this typical welcome given by an English village to the heir of the leading resident in the neighbourhood, only because it betokens real good feeling between the Ripley family and those with whom they are daily brought in contact.

Photo. Copyright. "Navy & Army."

BEDSTONE COURT.

The Shropshire seat of Sir Edward Ripley, Bart.

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SERGEANT, VICTORIAN MOUNTED RIFLES.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.

By IMPERIALIST.

THE question of the employment of Colonial seamen in the Royal Navy is likely, in view of the resolution of the Colonial Conference, to be subjected to animated discussion, and already some important and illuminating references have been made to this point. A short time back a letter headed "Colonial Seamen for the Navy" appeared in the *Times*, and this seems to demand particular notice, not because it is in any way conclusive, but because it is rather strongly, and almost strangely, typical of what in the Colonies is likely to be a popular line of argument on the subject. Briefly, the idea of this correspondent is that both the Colonies and England would profit greatly if Colonists—not necessarily used to sea life—were to enter the Navy, each Colony bearing the expense of the pay and victualling of the men it sends, and the cost of their joining and returning from ships. Under the present system men engage for too long a period to induce Colonists to join, and the pay also is too small. To get over the former difficulty it is suggested that on commissioning a ship a certain number of Colonial volunteers, either as seamen, stokers, artificers, or artisans, should be sent to her for the commission. The two former classes, after six months' training on board, would be quite capable, it is thought, of doing good service, and the latter two would have learnt to work under Naval conditions.

There is much in this scheme which commends itself to the thoughtful mind. It would certainly "create a greater and more personal interest among Colonials regarding the Navy than exists at present," and indirect benefits might result, such as a clearer appreciation among seamen of the Mother Country of the attractions which the Colonies offer to them on completion of their twelve or twenty-two years' service. As to pay and food, if the Colonials fulfilled the anticipations formed of them there would probably be no reluctance on the part of the Mother Country to find at any rate a fair share of these in consideration of actual services rendered. Of course it could not in any case be expected to pay for raw recruits, "not necessarily used to sea life," and lacking in the inestimable advantage of having been, like the British Bluejacket, "caught young," and provided with a first-class and thoroughly appropriate training.

The *contra* arguments seem mainly to lie in the growing impression that because a man is a Colonial, he is, in some queer indefinable way, entitled, and qualified, to take short cuts to points at which the ordinary product of the Mother Country only arrives after years of weary apprenticeship. There is no career in which a royal road to efficiency is more conspicuous by its absence than the Navy, and the idea that anyone can become a first-class Bluejacket in a hurry is one to be strongly deprecated. It is quite possible that a picked specimen of the hardy and handy Colonial, after an average commission in which he started as a raw recruit, would be a very useful seaman. But to imagine that he will be the equal of the British Bluejacket of half-a-dozen years' standing is to imagine an altogether vain thing. Of course, if he stops in the Navy, the difference may be corrected, but, as it is clearly understood that the term of service is too long to suit Colonial notions of comfort, it is probable that, at the end of a commission, the majority of the Colonial volunteers who have been through it will have had enough. Now, will it be worth all the trouble and expense that would have been incurred in the education of such men if the result is something altogether inferior to the genuine article? Of course, if the Colonial Naval volunteer had been in the first instance a fisherman, or a sailor in some coasting vessel, and at the end of his term in the Royal Navy he were to revert to a seafaring life, the case would be altogether different. But to half-train Colonial amateurs, and then lose touch with them, seems a very doubtful experiment.

Whatever arrangement is come to with reference to the employment of Colonials in the Royal Navy, whether in connection with local squadrons or on general service, it seems probable that some difficulty will arise in the matter of pay. The correspondent quoted says that the pay of the Navy is too small to afford the requisite inducement, and there seems no doubt that this is the case, as it is with the Imperial Army. But we cannot have our own glorious Bluejackets serving in the same ships with Colonials, on an ordinary peaceful commission, at lower rates of pay than the latter are receiving. The only fair method would be to give the Colonials precisely the same rate as our men, and then if, at the end of a commission, their own Colonies cared to give them a bonus or a bounty, that would be their affair. Even then the creation of two classes on board a British war-ship might lead to some little jealousy. But we need not pursue the subject further on these lines, our object being merely to put it in a clear light. At the same, time we cordially invite any opinions which Colonial or other readers may care to express with reference to one of the most serious and interesting Imperial topics of the hour.

PRIVATE, VICTORIAN MOUNTED RIFLES.

In the *Times* letter alluded to the suggestion is made that a free employment of Colonial seamen in the Navy would lead to the more frequent settlement in the Colonies of seamen after their term of sea-service. In this connection may be noted an interesting observation in the Report just published of the colony of Malta for the past year. The Chief Secretary, Sir Gerald Strickland, remarks that the standard of comfort in Malta is being raised by increasing contact with people from other parts of the Empire, on account of the great increase of the fleet and garrison. "The presence of the garrison regiments with grown-up families, and the opportunities now enjoyed by non-commissioned officers, petty officers, and even by stokers in the Navy, to bring their families out to Malta, are producing social conditions under which Malta is ceasing to be merely a dependency, and becoming a colony in a more proper sense of the word."

This is really a very interesting and significant state of affairs, and it deserves more careful attention than it appears hitherto to have received. Colonies in a state of transition always repay intelligent study, if only for the reason that the process of change varies very little indeed in proportion to the size of the settlement, and that any observations made have, consequently, a true historical and social value. The evolution of a colony, in the true sense of the word, from a mere dependency by the expansion along domestic grooves of the Naval and Military communities is no new thing, but it is doubtful whether we shall ever see a better or clearer illustration of the process than at Malta, and the results will be proportionately more important. The usual trouble in such cases is intermarriage with the natives, producing in some cases a deplorable degeneration, in which the vices of both races seem to survive to the exclusion of the virtues of either. But with a growing Naval and Military community, purely British, in a place like Malta, in which the indigenous population is sharply separated from us by several marked characteristics, the tendency is likely to be in the direction of keeping the British strain pure, with a probable happy result in the shape of future generations in which British Naval and Military sentiment and tradition will be very firmly implanted. There are limits to the importation of domestic ideas into the daily life of the Navy and Army, especially, perhaps, on foreign service. Happy ship as the "Mantel-piece"

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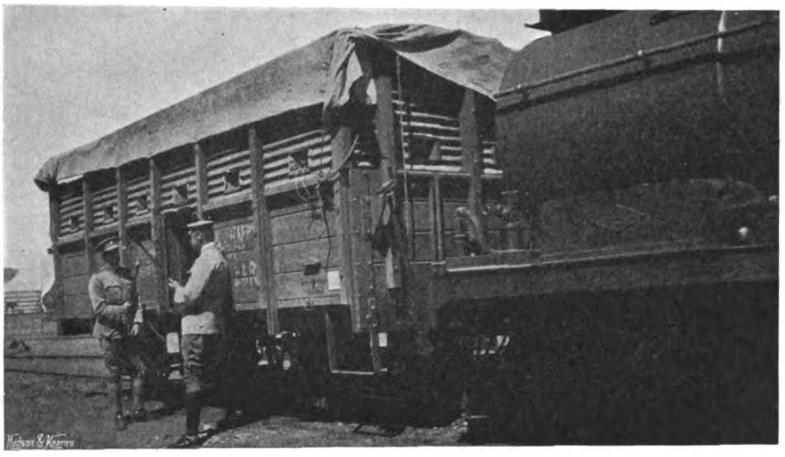
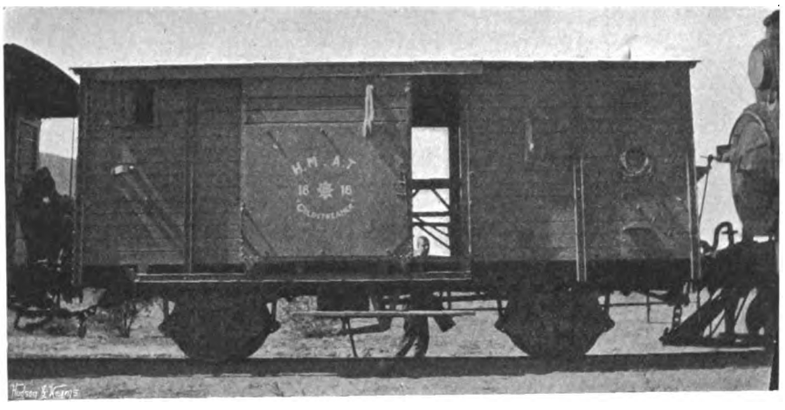
may have been under the benignant rule of Captain Reece, R.N., of "Bab Ballads" renown, it is to be questioned whether anything distantly approaching such family arrangements would make for increased Naval or Military efficiency. But there is much to be said for a policy under which, in some fair corner of the Empire, sons and daughters of British sailors and soldiers are brought together in an environment which supports the idea that even the freedom of Colonial life produces nothing more useful and appropriate to young British manhood than the devotion of a certain number of years to the service of King and country.

Another recently issued Colonial Office report contains matter affording serious satisfaction to the student of Imperial affairs. In these notes a careful eye is being kept on West Africa as a region the future of which is invested with a many-sided interest. Accordingly, the remarks made by Colonel Morris, the Chief Commissioner of the northern territories of the Gold Coast, with reference to the area of nearly 50,000 square miles which is under his care, may well be laid under contribution for a few facts. Of these, one of the most important is the information that the Gold Coast *Hinterland* is a most valuable field for recruiting, the material being excellent, and the men after enlistment proving intelligent soldiers, most amenable to discipline, and especially keen in the matter of musketry. Another significant fact is that not only is the climate of the *Hinterland* better than that of the Coast, but that already the campaign against the malarial mosquito is beginning to have a marked effect in the decrease of such fever as was formerly prevalent. It is distinctly a case in point that Colonel Morris himself had only half a day's fever in a residence of ten months. The Chief Commissioner has some strong and sensible remarks to make on the futility of employing any but picked officials in these regions, for, as he says, an officer without tact or the ability to take a keen interest in the welfare of his district is not only useless, but a source of positive danger, as it takes months to wipe out from the minds of natives the effects of grievous blunders or injustice.

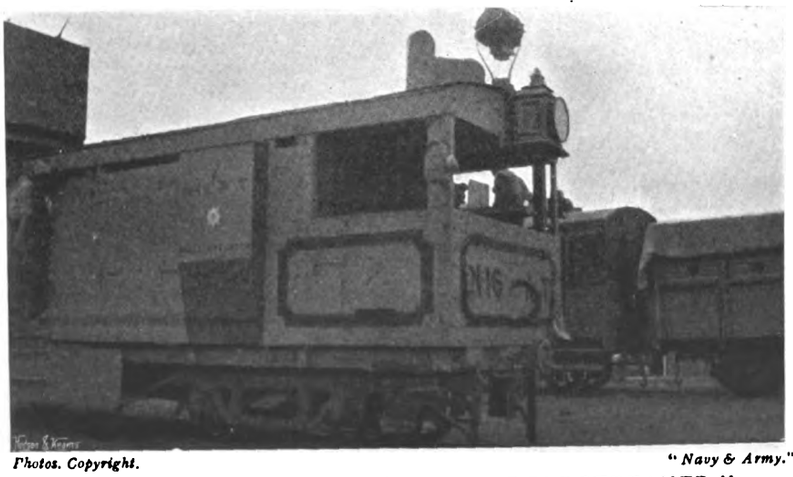
ARMOURED TRAINS IN SOUTH AFRICA.



A FORTRESS ON WHEELS.
Detachable armoured truck.



THE SOUL OF THE SEARCH-LIGHT.
The dynamo truck.



Photos. Copyright. *"Navy & Army."*
THE BUSINESS END OF THE "COLDSTREAMER."
The fore battery.

THREE years of actual warfare is a better training ground than all the schools of theory in the world. In spite of the fact that we as a nation had been engaged in numerous little "bow-and-arrow" wars all over the world for the decade which preceded the South African outbreak, we had as much to learn in the art of war as anyone else. Take, for instance, the subject of this paper—armoured trains. In the Egyptian War of 1882 we had adopted for use in the desert an armoured locomotive modelled on the experimental *train blindé* of the Franco-German War. It had answered in the conditions which it met with there, and with this model we built trains for service in South Africa. In Egypt the train had been used as a scout in front of the army. We attempted to do likewise in South Africa, with the disastrous results which occurred outside Mafeking and Estcourt. Then it dawned upon the experts that the *rôle* of the *train blindé* was not scouting, but the patrolling of the railway communications in rear of the army; and having arrived at a true estimate of the military value of the armoured train, the magnificent little "fleet" of armoured trains, thirty in number, was built under the direction of Major Nanton, D.S.O., R.E., which proved invaluable during the latter phases of the war.

By slow and often bitter experience the knowledge of the best ways and means was acquired, and we are now able to give illustrations of one of the best results. No. 18 armoured train, yclept "Coldstreamer" by the officer and crew, gives a fair example of the repository work of the Imperial Military Railways. The armoured truck is of especial interest, as it shows the nature of the little wheeled fortresses which Major Nanton was wont to distribute along the line during his operations. If he had information of an impending movement, which would bring the enemy across the line, he would drop one of these trucks adjacent to the probable crossing and then steam away for a mile or so, hovering near enough to return at full speed as soon as the rocket with which the truck was supplied gave information of the enemy's approach. The fortress itself was strong enough to hold its own until the superior aid came, with its battery of 12-pounders and its Pom-pom. The value of armoured trains during the "drives" which brought the war to its termination cannot be overrated, and much of the success of the now historic Wolvehoek drive was due to Major Nanton's "seamanship" when in command of his little "squadron" of railway "ships." Each of the trains has been given a fantastic name by its crew. Thus we had the "Ubique," Major Nanton's own "flag-ship," the "Spitfire," the "Coldstreamer," the "Cock o' the North," and many other familiar titles taking part in the most serious, and at the same time the most fascinating, operations that marked the close of the war.

It is unfortunate that we should be so repeatedly taken unawares in the matter of the suitability of our war material to local conditions. But it is a consolation when the science of our officers and the gallantry of our men supply deficiencies so completely as in the case of these armoured trains.

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The special Coronation medal presented to the provincial Mayors

Messrs. Elkington and Co.,

THE CRUISERS "MINERVA," "RAINBOW," AND "HYACINTH."

The Coronation medal presented by the King to the Navy and Army.

Regent Street, W.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

I HAVE no intention of endeavouring to explain the exact meaning of the different names of ships used in the Byzantine Navy. The subject is full of obscurities, and the modest student who has to consult translators and commentators is apt to be impressed rather by their differences than by the light they afford him. What is to be done when we find Mr. Bury, who is a very learned man, in his edition of Gibbon, asserting that Professor Gfrörer, another very learned man, has quite misunderstood a passage in the "Tactics of the Emperor Leo"? If these gentlemen who have been fed on Greek from their youth upwards cannot understand Leo, one is forced to give it up. The supposition that there is really no such thing as a knowledge of Greek, but only guesses at it, is, of course, indecent. Perhaps we may be permitted to suppose that, with the Byzantines as with us, terms were not always applied to the same thing, and changes occurred in the course of centuries. We have only to look at our case. Let us suppose that at some remote period our language has become dead like the old Greek, and our records only survive in fragments. The scholar of the future might be horribly puzzled to know exactly what force to allow to the terms "Capital ship," "Fit to be in a line of battle," "Battle-ship," and "Frigate." This last word once meant an open row-boat, and came finally to be applied to great vessels of two thousand tons. A 40-gun ship was fit to be in a line of battle about 1670. In 1800 it had been discarded. The professors might dispute and accuse one another of misunderstandings to all lengths and breadths.

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Still, there were different types of ships among the Byzantines, and from the directions given for the use of them, it is clear that the necessary, and ever-recurring, distinction between the line of battle and the cruisers was as well known to them as to us. The dromons were the battle-ships, and the pamphylians the cruisers. The former were manifestly galeasses; they rowed with a hundred oars disposed in two banks on either side, but were built up over the heads of the rowers. In the centre was the xylocastron, or wooden castle, which had portholes carved to resemble a lion's mouth on the sides, through which the famous Greek fire was discharged or poured on the enemy. Fore and aft of the xylocastron were smaller castles, in which were placed the great "siphons" or tubes for the Greek fire. I do not find it expressly stated that they were swivels, but it would seem not unreasonable to suppose that they were. The disposition, it will be seen, was essentially the same as that of our ships of the *Admiral* class, with their fore and aft barbettes and secondary armament in the central battery. One can well believe that these dromons were lumbering craft and very slow. When being rowed they could not possibly have gone much more than three knots an hour, and would hardly have made way at all against wind or current. The Mediterranean sailor is little concerned with tides. They could not escape from a quick opponent, and when attacked alone they would be reduced, like the galleons and carracks of the Spaniards and Portuguese, to a mainly passive defence. It must have been the object of the admiral who had to use them to pin an opponent against the land and crush him by weight, or set him on fire.

* * * *

The pamphylian would appear to have been the same kind of craft as the dromon, but of lighter build, and without the central castle. She might have just as many rowers. And so the armoured cruiser of to-day may be of as many tons displacement as a battle-ship. The difference is in the armament, and the purpose the two are meant to serve. The Emperor Leo recommends the admiral to "hoist his flag" in a pamphylian, but to take care that it is a fine one with a picked crew. If we had all the records, we should probably discover that the Byzantines had debated the question as to the best place for an admiral in battle, and had decided, as the French finally did, that he ought to be in a frigate. Leo is eloquent on the difficulty of giving orders by the voice in a Naval action amid the splashing of the oars in the water, the crashing of ships against one another, the noise of the boatswains' whistles, and the shouting of the crews. The "Johnnies" of Byzantium seem to have been every bit as fond of "jumping up and cheering" as were our own in the eighteenth century. The Emperor recommends that all orders should be given by signal—so old are the novelties of this world! It is safe to suppose that the admiral was expected to keep behind the ships closely engaged and direct the action by signal. That there was a code of signals may be taken for granted. The Byzantine fleets had a senior signal officer, called the "protomandator," or first orderer, who presumably accompanied the admiral in the flag-ship. There would be corresponding "mandatores" in each vessel. The vice and rear admirals and post captains had their signal officers, in fact, who kept their eye on the flag-ship.

* * * *

Whatever the Byzantine Navy lacked, it was not deficient in officers, and, as might be expected, they corresponded pretty fairly to the ranks of modern times. At a comparatively late period the Emperors invented a Lord High Admiral, who bore the title of Megaduc Great Duke. He was a very important person, having superior authority over all Naval matters. He had a gold cap of office and a staff, and his tunic was adorned by a portrait of the Emperor in front, and an "icon" or religious picture behind. Apart from symbols of office there was seemingly no uniform. The drungarios became a secondary officer, but remained a very important one. Then there is a long list of others, mostly with very sonorous names. The protonotary was the treasurer, a kind of fleet paymaster, but more conspicuous. Given the habits of the Byzantines, I think it probable that he was pretty much what the "Intendant des armées navales" was in the Navy of Louis XIV., namely, a civilian who was expected to keep watch on the megaduc or drungarios and report on his behaviour. The mediæval Greek was an incorrigible thief, and much addicted to rebellion. The Emperors were always careful to set one servant to watch another, and to divide authority as much as possible to prevent any single subject from becoming too powerful. The result, of course, was that in the end neither thieving nor rebellion was prevented, but that energetic action became constantly more difficult.

* * * *

Under the superior direction of the megaduc and drungarios there was a hierarchy of soldiers and sea officers. The megapamphulos commanded the marines, and a hetairiarch the foreign mercenaries. Whether these officers were attached to the fleet only, or were military men who did duty as marines, is possibly doubtful. The junior flag officers, captains, lieutenants, sailing masters, and warrant and petty

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officers of modern times were represented in the Byzantine Navy by turmarchs, protocomites and comites, centarchs, and a copious list of others, whose functions nobody has exactly defined as far as I know. That they corresponded in a general way to our own is clear. We need have no doubt how to find the exact equivalent for the "siphonarios" or "siphonators." They were the gunnery lieutenants and seamen gunners of the time. It was their duty to keep in order and to work the siphons, or tubes, through which the Greek fire was discharged. It is indeed precisely through them and their weapons that we are most closely connected with the long-vanished Fleet to which they belonged.

DUBLIN MOUNTED POLICE.

THE Dublin Metropolitan Police is a body quite distinct from the Royal Irish Constabulary, and has its origin in the early part of last century. So far back as 1808 Dublin was formed into a district called the "Police District of Dublin Metropolis," but it was not until 1836 that, after several changes, the police system of the "dear, dirty" city was put on a sound footing of organisation and administration, the lines being followed of the London Metropolitan Police Force as established by Sir Robert Peel's Act of 1829. One can imagine that the early days of the Dublin Police were rather tempestuous, as it is hardly to be supposed that the average Irishman took kindly at first to the organised maintenance of law and order in the capital. But doubtless the antipathy soon wore off as much as it ever will wear off, and largely because the Irishman probably makes, all things being considered, the finest policeman in the world.

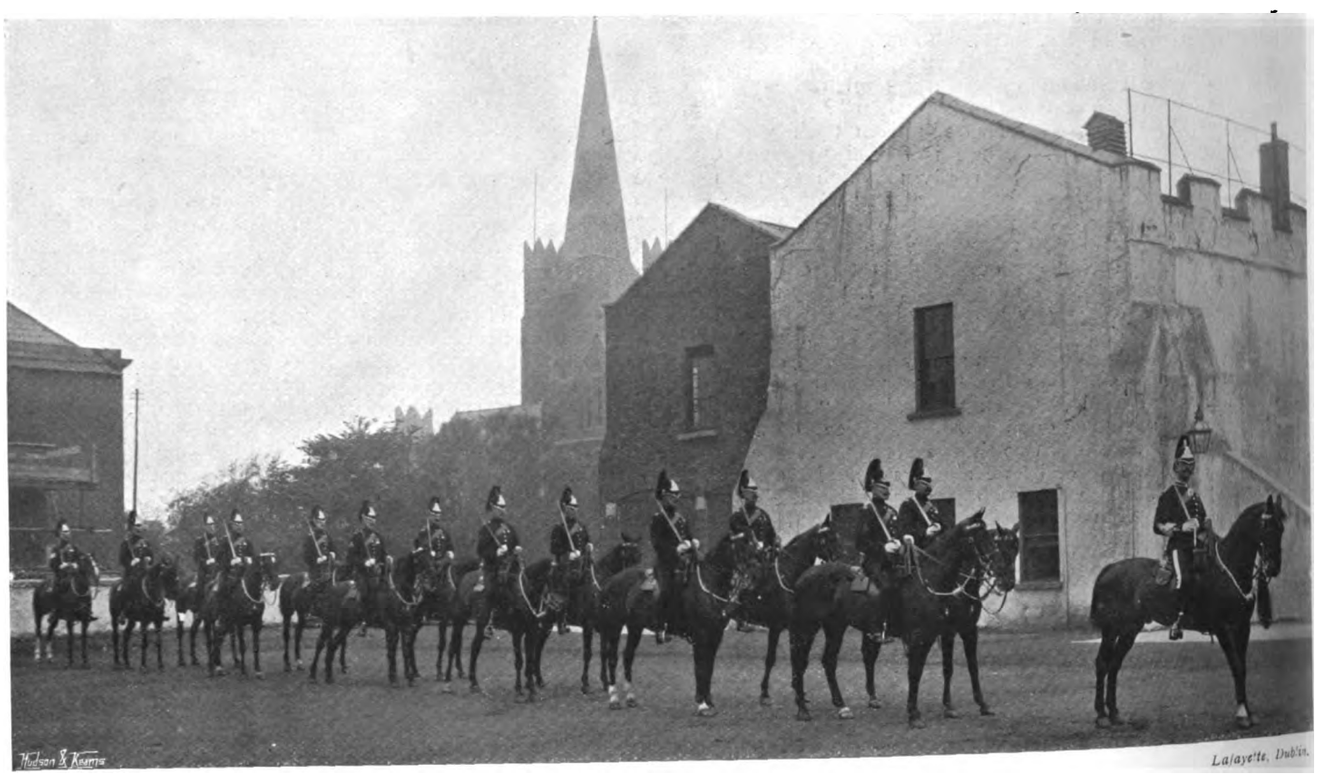
In the first place the Irish policeman is habitually as plucky, and generally as finely built, a man as one could wish to set eyes on. In Dublin there are some truly splendid specimens of brawn and muscle to be seen in police uniform; while in any case in which order has to be maintained or restored by the exhibition of sheer fighting courage on the part of a single man in the midst of an angry crowd, an Irish constable seldom if ever regards mere crushing odds as anything but an incentive to vigorous action. The police in America, who have to deal with some of the toughest elements of disorderly humanity it is possible to conceive, are largely Irish, and some stirring tales are told of their devotion to duty in circumstances quite murderously perilous for an isolated individual.

But perhaps the Irishman's best qualification for constabulary duty is the national character, which is so conspicuously full of humanity, generosity, and humour. Many a time has a serious row been averted in the streets of Dublin by the capacity of the police to take a kindly and even humorous view of a situation in which a British constable—unsurpassable in his own element—would act with such drastic vigour as to provoke terrible resentment, or the French *gens d'arme*—to take a very different type—would rage, like the heathen, furiously, and end by producing innumerable *pièces de conviction* against perfectly innocent persons.

During the latter half of the nineteenth century the Dublin Metropolitan Police were further assimilated by various statutes to the London Metropolitan Force, and they continue to be worked, as far as possible, on the same lines. The Dublin Metropolitan Police are immediately controlled by a Commissioner and an Assistant-Commissioner, the offices of Receiver and Secretary being consolidated. Every year the Commissioner reports to the Chief Secretary for Ireland and gives full statistical information regarding the force and the crimes with which it has been called upon to deal. According to the returns there were at the beginning of last year in the Dublin Metropolitan Police 7 superintendents, 24 inspectors, 34 station sergeants, 143 sergeants, and 999 constables, the effective strength being 1,142 of all ranks. The area of the Dublin Metropolitan District is a little over thirty-two square miles, which is less than one-twentieth of the area of the London Metropolitan District, the latter being controlled by about 14,000 of all ranks.

From our picture it will easily be perceived that the Dublin Mounted Police are a very fine and admirably mounted and equipped body of men, distinctly smart in appearance, and possessing, it may be added, qualities besides smartness which are of peculiar service to them in their duties. A mounted policeman's work in a great city is by no means confined to the easy job of sitting on a horse at some convenient point during a great open-air function, and there is much of it which the best of soldiers, without special experience, would probably come to grief in attempting to do at once smartly and effectively. Indeed, the very best sort of mounted policeman is a combination of knowledge and capacity which makes him very well worth the not extravagant pay he draws from the public purse.

In Dublin there is probably less difficulty than in any other European capital in finding policemen who can ride, for the fondness of the average Irishman for a horse is proverbial, and there are few better riders of all classes than are to be found in an Irish hunting-field. Irish horses, too, are among the best in the world, and we may be quite sure that the Dublin Mounted Police contrive to get hold of some capital samples. Small wonder, then, that the above contingent might easily be mistaken for a picked detachment from a crack regiment of Dragoons.



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DUBLIN MOUNTED POLICE.

Contingent originally selected to take part in the Coronation Procession.

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THE 3rd COUNTY OF LONDON I.Y.

(SHARPSHOOTERS).

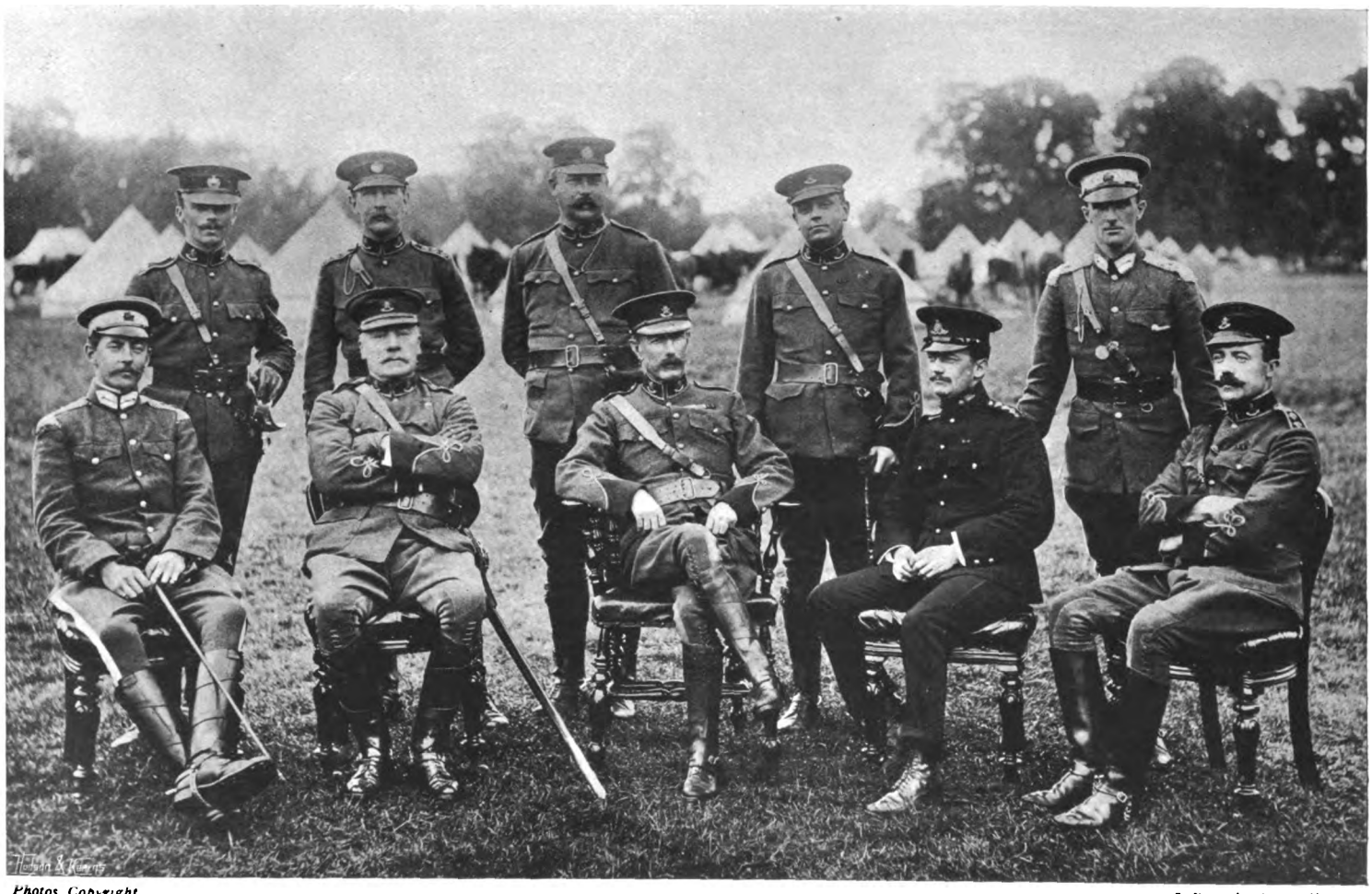
FEEDING-TIME.

DURING the second half of the South African War few bodies of Irregulars did more valuable work than those battalions of Imperial Yeomanry known as the Sharpshooters. And although the ubiquity of their component companies makes their service record somewhat paragraphic and disconnected, the country has reason to congratulate itself that the spirit of the regiment on active service has been perpetuated in the creation of a corresponding corps for home defence.

The reversal of the old order of things involved in this new idea of raising a corps for Imperial Defence from the ranks of war-worn young veterans, many of whom have helped to storm a kopje before they have ever heard of Bisley or of Pirbright, has been found to work excellently in other regiments beside the Sharpshooters. Men who have lain side by side night after night on the South African veldt do not wish to drop each other's friendship now that they are back in their homes again; and although the London Sharpshooters have no colours on which the achievements of the parent corps can be emblazoned, it cannot be doubted that the memory and appreciation of those achievements will form the nucleus of the new regiment's traditions, just as the nucleus of the Force itself was recruited, as it were, direct from the battlefields of Africa.

The Sharpshooters, numbered third among the four Imperial Yeomanry Battalions raised in the County of London under the new scheme, came into existence in July, 1901, the necessary permission having first been obtained from His Majesty.

Lord Dunraven, himself an old Sharpshooter, was appointed to command, and he took immediate steps to place the object of the regiment before those to whom it was especially purposed to appeal. The result up to the time of writing is that nearly a third of the total strength of 300 wear the war medal, and it is probable that the proportion will be considerably increased during the next week or two, owing to the recent arrival of another Sharpshooter battalion from South Africa. This was the 21st Battalion Imperial Yeomanry, commanded by Lieutenant-Colonel A. W. Jarvis, C.M.G., M.V.O., who will now take up a major's commission in the permanent corps. Colonel Jarvis was formerly a captain in the Derbyshire Yeomanry.



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THE OFFICERS OF THE SHARPSHOOTERS.

Reading from left to right the names are—Back row: Second Lieut. A. W. Kerr, Capt. D. W. Graham, Second Lieut A. T W. Burton, Surgeon-Lieut. E. M. Rooke, and Lieut. Helme. Front row: Major Llewellyn, Lieut.-Col. E. H. Baldock, Col. Lord Dunraven, Capt. Macdowell, and Captain H. J. Curley.

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Colonel the Earl of Dunraven and Mountearl, K.P., P.C., the commanding officer of the corps which he did so much to raise, held a captain's commission in the 18th Battalion Imperial Yeomanry in South Africa, and was mentioned in despatches in 1900. This was, however, not his Lordship's first taste of active service, for he served through the Abyssinian Campaign of 1867, during which he acted as war correspondent to the *Daily Telegraph*. His military recollections also include the Franco-Prussian War, and especially the siege of Paris.

Lord Dunraven started his military career as lieutenant in the Oxford University Rifles. He then served for a short time in the 1st Life Guards; and at present, in addition to commanding the Sharpshooters, he ranks as honorary colonel in two Militia battalions, namely, the Glamorgan Artillery, and the 5th Battalion of the Royal Munster Fusiliers. His Lordship has twice been Under-Secretary of State for the Colonies, and is well known as a yachtsman, particularly in connection with his two sporting attempts to bring the America Cup over to this side of the Atlantic.

Lieutenant-Colonel E. H. Baldock, the second in command, before joining the Sharpshooters had attained similar rank in the Shropshire Yeomanry.

Of the squadron commanders, mention has already been made of Colonel Jarvis. Captain Hugh J. Curley was formerly captain in the 15th Middlesex Rifle Volunteers. He served in South Africa as lieutenant in the 67th and captain in the 74th Company of Imperial Yeomanry, and wears four clasps with his medal. The remaining squadron commandant, Captain D. W. Graham, has served in the Cinque Ports Artillery, the 1st Royal Dragoons, the Black Watch, and the 3rd Volunteer Battalion of the South Wales Borderers.

While the Sharpshooters were undergoing their annual training this year in Queen Anne's Meadow, Windsor Great Park, they had the honour of affording Prince Edward of York what was probably his first experience of a military encampment. His Royal Highness was in residence at Windsor, and frequently rode over to the camp on a pony, and accompanied by a gentleman of the Prince of Wales's household. He not only made an informal inspection of the ranks, but showed the keenest interest in every detail down to the kitchens.

The first annual training passed off most satisfactorily. The weather was not exactly ideal, but the men, with so many old campaigners in the ranks, naturally made the best of things. There was very little sickness, and by the time the tents were struck the battalion had shaped into such excellent form as to call forth the commendation of the Inspector-General, Lord Chesham.

It may here be mentioned that the Sharpshooters is, from the trooper's point of view, an exceedingly cheap corps. Time was when to be a trooper in a Yeomanry regiment was a comparatively expensive luxury; but times have changed. All Yeomen are now required to serve for sixteen days in camp annually, and at the end of that time, at all events in the regiment under notice, a trooper can draw a clearance of something over a guinea, and this after deductions have been made to cover the cost of messing and a proportion of the cost of sundry articles of outfit. Non-commissioned officers, of course, draw more, in accordance with their rank.

The original headquarters of the Sharpshooters were in Cockspur Street, but they are now situated at 4, Park Village East, Regent's Park. Failing a complete regimental depôt, the authorities could scarcely have chosen a more convenient place. All recruits are given free instruction in riding, if required, at the Regent's Park Riding School, situated immediately opposite. Dismounted drills are held at the Life Guards Barracks in Albany Street, scarcely a stone's throw away, and squadron drills take place principally at Wormwood Scrubbs.

The full-dress uniform adopted by the corps is of the Hussar pattern. It consists of a green tunic and breeches with yellow stripes and braid. The overall and service cap are also of green, and the full-dress busby has a green bag and a yellow top. During the annual training khaki is worn with facings of green and gold.

The adjutant is Captain C. C. Macdowell. He has acted in a similar capacity in the Devon Artillery Militia and also in the Sharpshooters in South Africa. Captain Macdowell is ably supported in the management of the corps by Regimental Sergeant-Major C. W. Parsons, who previously held similar rank in the Royal Dragoons. He was twice mentioned in despatches during the recent war, and wears the South African medal with four clasps. The three staff-sergeant-majors were drawn respectively from the 13th and 15th Hussars and the 17th Lancers, so that the staff forms a very fair representation of the various arms of British cavalry, a fact that should leave its mark on the training of the corps, and particularly on the "shaping" of recruits.

When the corps was first formed Lord Dunraven provided that vacancies should be left open for any members of the 21st Battalion (Sharpshooters) Imperial Yeomanry who might desire to join on their return from active service. This was equivalent to prophesying for the regiment a considerable degree of popularity, and the precaution has been fully justified, for, without it, the full strength would have been reached some months ago. The provision has, indeed, been doubly justified, for a large proportion of the newly-returned warriors have expressed themselves as anxious to be enrolled, and in addition to the squadron that was reserved for them, it is probable that another will have to be formed.

Beside these material contributions to its strength, the officers, non-commissioned officers, and men of the 21st Battalion have, since their return, favoured the home-service Sharpshooters with other tokens of their goodwill and interest. As a graceful compliment to the corps which is to perpetuate the name they have helped to make famous in South Africa they have presented it with a Colt quick-firing gun; and there is no doubt that this valuable addition to the strength of the battalion as a fighting unit will be admirably served.

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YEOMEN WITH YEOMAN'S SERVICE.

A squadron on parade in Windsor Park.

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TYPES OF THE REGIMENT.

In various guises, from stable fatigue to ceremonial.

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THE SHARPSHOOTERS' SERGEANTS.

Most of whom have seen active service.

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"TEA-LEAVES."

By Commander E. Hamilton Currey, R.N.

"WELL, strike me ugly!" said the captain of the forecastle, removing a very black clay from one corner of his mouth, emitting a huge puff of smoke, and remaining with his mouth and eyes wide open. "Just say them words over again, Anderson, for I'm blessed if I can take 'em in yet."

It was after evening quarters, many years ago, and the "Saxon," ironclad of the Channel Fleet, was shoving her ugly black nose through the green waters of the North Sea, next astern of the flag-ship. The man addressed, Seth Anderson, second-class petty officer, removed his pipe in turn, and spat meditatively over the side.

"Well, it's like this 'ere, Bill," he answered; "you knows as how that new sub-lootenant what joined at Portsmouth 'as been made mate of the main deck?"

The captain of the forecastle nodded, and replaced his pipe, staring solemnly at the narrator.

"Well, this evening," continued the latter, "when they pipes 'Clear up decks' after supper, I starts the sweepers a-sweeping up, and just as we was 'arfway through with the job the mate 'e comes along and says: 'What's all this dust?' says 'e. 'What dust?' says I. 'What you are a-makin' of along of this 'ere sweepin',' says 'e. 'I don't see no dust out of the ordinary,' says I. 'Don't you? Well, I do, and for the future you'll use tea-leaves,' says 'e. I was struck all of a 'eap like, and I says, 'But beggin' *your* pardin',' I says, 'what the deuce 'as tea-leaves to do along a-sweepin' up of the main deck?' 'Don't you know,' says the mate, ''as 'ow when they sweeps the carpet ashore that they puts down tea-leaves on it for to lay the dust?' says 'e. 'No,' says I, 'I can't say as ever I did 'ear of anyone a-usin' tea-leaves in that there way.' 'Well, now you knows,' says the mate; 'and when you sweeps the main deck in future you'll lay down tea-leaves for to lay the dust; and I'm going now to speak to the ship's cook about it, so as to see that them valuable adjuncts to cleanliness is not thrown overboard in wanton waste.'"

"That there mate," growled the captain of the forecastle, "is a bloomin' fool, and you can tell him I said so, Anderson." I regret to say that "bloomin'" was not the adjective used, but one of a more powerful description, much affected for its strength and appropriateness on every occasion by the lower deck. I regret still more to add that what the captain of the forecastle said was no more than the truth. There are not many fools in the Navy, which has less use for this description of person than any other service; but the mate of the main deck of the "Saxon" was a fool of the first water. It is needless to add that he was christened "Tea-leaves" on the spot, and in the course of a long and useless career it stuck to him like a burr. There probably was never such a terror afloat as "Tea-leaves." When he lowered the dinghy he did it in style, and let her down with a rush which was checked by the mast of the 42-ft. launch underneath, which, going clean through her bottom, stopped at the thwart, and there the dinghy remained, like a large white lily blossoming on the summit of the mast. When a distracted commander fell upon "Tea-leaves," and tore him, metaphorically, limb from limb, a pained surprise at the violence of his language was the utmost satisfaction that he derived. The commander, having disentangled the dinghy, sought the captain.

"I don't know," remarked the justly enraged officer, "if you can stand him any more, sir, but if he stops in the ship there won't be a boat that will float in another week."

The captain was no more anxious to retain "Tea-leaves" in the "Saxon" than was his commander, and a hint was conveyed to the sub-lieutenant to make himself scarce. "Tea-leaves," although hurt at the non-appreciation of his merits on board the "Saxon," managed to effect an exchange into a paddle frigate, where, his peculiarities not being known, he was put on watch. Here he distinguished himself by so nearly running the ship full speed on to the Wolf Rock in broad daylight that the navigator, who was only just in time to save the situation, nearly had a fit. At last, through no fault of "Tea-leaves," the frigate anchored safely in the Mersey. But by this time his messmates knew him for what he was, and vowed vengeance. The watch-keepers were particularly hurt in their feelings, as, after his attempt on the Wolf Rock, the captain of the frigate swore that nothing should ever induce him to allow "Tea-leaves" on the bridge again; and so four watches became three, and three highly-qualified lieutenants used very little qualified language concerning the new sub-lieutenant. Every effort they vowed must be made to get him out of the ship. Once more the vessel put to sea, and again did "three watches" outrage the feelings of the lieutenants. They formed an indignation meeting, and interviewed the captain, who was sympathetic but firm. He acquiesced in all that they said, but he would be—something—if ever "Tea-leaves" adorned the bridge of the vessel he commanded as officer of the watch. In the end "Tea-leaves" was promoted, and how *that* miracle came to pass is too long to repeat here. And then, "unwept, unhonoured, and unsung," he left the frigate, and was received on board the harbour guard-ship of a great Naval port. Here he was put on patrol duty at night in an ancient steam-launch, and the *otium cum dig.* which in those days attended the comfortable lot of the captain of the guard ship very shortly received a rude shock. Making his, shall we say weekly, attendance on board to settle with defaulters and sign papers, he was met by the commander with a blank face.

"I have to report, sir, that Mr. 'Tea-leaves' has sunk the steam-launch."

"! ! !" roared the captain. "The last time I came on board you reported that he had sunk a waterman's boat, and the time before he had smashed the gangway ladder! Send him here."

Explanations followed, and a decidedly *mauvais quart d'heure* was spent by "Tea-leaves," who had rammed the floating-bridge, and had just had time to scramble on board of it before his ancient bark had foundered.

"This won't do at any price," said the captain confidentially to the commander; "get him out of the ship we must."

And only the next week the golden opportunity occurred, and was seized upon by the authorities of the guard-ship with that promptness which should always characterise the Naval mind in small things as well as great. In those days great Indian troop-ships, officered and manned by the Navy, used to sail from the home port which we have under consideration. The great white-painted, wall-sided "Coromandel" lay alongside the dockyard with 1,200 troops on board, steam up, hawsers singled, and all ready for a start. She only awaited the arrival of her captain, who was hurrying down from the Admiral's office to get on board. As he stepped over the side, he said, "All right; get the gangway out; we'll start at once."

"I beg your pardon, sir," said the first lieutenant, "but Mr. Smith"—naming one of the watch-keeping lieutenants—"has had an accident and sprained his ankle since you have been away; he has been sent to hospital, and I thought it best to report the matter at once by signal. The flag-ship has answered that she will send a lieutenant at once, and—there he is, sir, just coming alongside."

In speaking the two officers had walked to the other side of the bridge, and one glance revealed the awful fate that had overtaken them. The first lieutenant's jaw dropped. "It's 'Tea-leaves'!" he gasped.

"What!" said the captain, for he also had heard from the flag-captain of the devastation wrought by the patrol steam-launch. "Do you mean to say that the flag-ship has sent us that ——?" Mercifully he was interrupted at this juncture by the signalman: "From the flag-ship, sir, 'What is delaying your sailing?'"

There was no help for it. "Let go forward! Slow ahead! Let go aft!" and the great hull of the "Coromandel" quivered slightly at the first thrust of her screw, and moved out into the stream.

"I'll have it out with the flag-captain when I get home," said the sorely-aggrieved skipper of the "Coromandel." "Why, it was only the night before last, dining at the Admiral's, that he told me the whole yarn. He's sunk a waterman's boat, smashed the gangway ladder, and eventually sunk the harbour steam-boat; and he sends him to me as a watch-keeping officer with fifteen hundred souls aboard the ship!"

But there was no help for it. "Tea-leaves" had come, and until they got back again from India they could not get rid of him. He had a pleasant passage, except for the—to him—unaccountable rudeness of the captain, who never for one instant left the bridge when "Tea-leaves" was supposed to be on watch. Now, the captain was of a stout and comfortable habit of body, the voyage was long, the weather bad, and in his wildest dreams he had never contemplated watch-keeping again. Consequently when, at the expiration of the voyage, the "Coromandel" was berthed once more alongside the dockyard, the flag-captain was quite scandalised at the language used by his compeer when he met him accidentally in the dockyard. The dockyard policeman, who heard it, grinned sympathetically, and confided to the sergeant when he came round that he didn't think that that fat old skipper of the "Coromandel" could have carried on so shocking. Let us draw a veil over the painful subject. "Tea-leaves" went back to the guard-ship, and his subsequent exploits in the Navy will live long in the memories of those who had the misfortune to be associated with him.

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DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

OFFICERS WILTSHIRE I.Y. INSPECTING "MOUNTS."

SOME ten days ago Lieutenant-Colonel Willoughby Wallace and the officers of the 4th County of London (King's Colonials) Imperial Yeomanry gave a smoking concert to meet the officers of the Colonial and Indian contingents which were in England in order to attend the King's Coronation. At the close of the entertainment Lieutenant-Colonel Wallace mentioned a proposal which merits attention. He said that it had been suggested to him, and that he had already brought the matter to the notice of some Colonial Premiers, that as federation continued to make progress in all the Colonies, there might be formed a squadron of the King's Colonials over the seas. The great advantage of such an organisation would be that the men would be interchangeable. Those going from England to the Colonies might join the squadron at the other side, and those coming home would be gladly received by the regiment in the Mother Country. It is satisfactory to know that Lieutenant-Colonel Wallace announced his intention of urging upon the authorities the adoption of this suggestion, for it is assuredly one which deserves to be favourably considered. During the late war we learnt many things worth knowing from the numerous Colonials who did such good service to the Empire, and the infusion into the ranks of a corps in London of men fresh from the virile surroundings of life in the bush would be a distinct advantage. On the other hand, the presence in the actual colonial squadrons of men who received their first military training in our metropolis would naturally tend to knit together the feeling of comradeship and to foster *esprit de corps*. It would also be agreeably viewed by the politician, for, apart from its humorous aspect, there is much significance in the speech of the now loyal half-Boer who described himself as "a sort of Canadian, Cornstalk, Sikh, Dopper, and Briton, too." The development of Lieutenant-Colonel Wallace's scheme will be awaited with interest.

Another sensation was caused in Scotch Volunteer circles recently in connection with a regimental band, though the interest manifested was distinctly more locally limited than was the case when the Gailes incident occurred. It appears that the members of the Paisley Volunteer Band somewhat unexpectedly received an intimation that they would be discharged at the end of the Volunteer year. The communication was made at the conclusion of the performance of the band one night in a public park, after it had fulfilled the last of its engagements to perform in such places during the summer months. Although the bandsmen in some instances considered themselves aggrieved to learn that their instruments were to be withdrawn, and that they themselves were to be discharged on October 31, we are glad to understand that there was no exhibition of insubordination such as characterised the behaviour of the band of the 4th Volunteer Battalion of the Scottish Rifles when in camp near Irvine, on which at the time justifiably severe censure was passed. It is alleged that the new Volunteer Regulations are responsible for the discharge of the Paisley band, inasmuch as they require that each man shall attend camp, and as the engagement under which these bandsmen enrolled entails a large extra expense in taking them as a band into camp. The officers have, possibly, taken the best way of overcoming the particular difficulty, and it is hoped that the band may soon be reorganised in a manner suitable to the new requirements.

The views which Colonel Plumer, a brigadier-general and chief umpire during the recent Volunteer training on Salisbury Plain, has expressed regarding one of the important tactical exercises then carried out must necessarily be instructive. It is satisfactory to learn that he reports that the marches to the points of assembly were well executed, and that there was a precision and vigour about the advance which was most creditable. The faults which he chiefly noticed were the exposure of men on the sky-line and a lack of intelligence in adapting the movements and formations of the different units to the features of the ground. The outposts' line of one force was a strong one, and was generally well selected and the dispositions were good. It should not be forgotten, however, that under modern conditions an outpost's line cannot expect to make an effective resistance unless it is entrenched or behind natural cover. It is essential therefore that when the line of resistance has been once selected, the troops to hold it should be established in it and not shifted about. Colonel Plumer also remarks that, speaking generally, the supports were not brought up with sufficient promptitude, nor were they always moved directly to the positions where they were wanted. It is easy to comprehend that indecision in this matter entails heavy losses in actual war, and demoralises the men before they can come into action. In spite of the new infantry training, which so strongly insists that subordinate leaders must be ready to assume the initiative and act on their own responsibility, Colonel Plumer noticed that on Salisbury Plain they frequently failed to do so. Volunteers must now look forward to the chance of their being employed on active service as no mere possibility so remote as to be hardly worth considering; and it therefore behoves the officers of the Force to remember that the officer who waits for instructions is of little use in war.

It is pleasing to observe that the Cadet Corps movement is making great strides in the Eastern District, where, including one about to be formed, there are no fewer than fifteen of such corps. The great majority of these, moreover, have been established during the past two years. In London and in several other large centres of population cadet battalions have been most successfully formed, and their recruiting has been for nearly all classes. The Prince of Wales, Lord Roberts, and Lord Wolseley have all expressed their approval of the movement, and Lord Kitchener has just accepted the vice-presidency of the Lads' Drill Association, and informed the Earl of Meath, who has always so largely supported the organisation, that he considers the cadet system to be most valuable. The expenses of raising and maintaining such battalions, however, are very great, as at present no financial assistance is afforded by Government. Last week a hope was expressed in these columns that a larger number of gentlemen of leisure and independent means might be induced to accept commissions in the Volunteer Force from a sense of duty and patriotism. Although the work is certainly harder, many of these would undoubtedly prefer to serve with a cadet battalion, where the philanthropic aspect is manifest, and where the results of an officer's labour are more rapidly and obviously shown.

Taken as a whole the Volunteer manœuvres this year were so successful that it is not surprising to learn that an effort will be made next year to bring as many as possible of the Yeomanry regiments together for combined training on Salisbury Plain. As a matter of fact, when the new scheme was introduced the authorities were in hopes that the war would have been over at the commencement of the year, and that extensive operations of this kind could have been carried out during the present summer months. The fact that so

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many of the Yeomanry, however, are now supplied with Government mounts effectually hindered the carrying out of any concentrated simultaneous training. At present there are not a sufficient number of military horses in the country to render such an undertaking practicable. This can be readily understood when it is remembered that the force now totals over 20,000 men, which is 9,000 more than when Mr. Brodrick introduced his wholesale reform. The remount question, even as far as it extends only to the provision of horses for the Home Army, seems always fraught with considerable difficulties. It is sincerely to be trusted, however, that the committee appointed to consider the question may evolve some scheme by which such scarcity of horses for military purposes may never again be possible.

As the days when the Regulars looked down upon the Auxiliary Forces may be said to be nearly past, so may that contempt which the cavalryman exhibited for the "gravel crusher" be reckoned as out of date. It is not in human nature, however, that the man who is mounted on a horse should not sometimes regard himself as superior to his brother soldier who is marching on foot. A somewhat opposite impression, however, was recently conveyed by the answer of a man in a provincial Volunteer battalion not unconnected with the Emerald Isle. An enthusiastic officer had been delivering a lecture to his company on combined training, and had laid stress on the part cavalry assumes in keeping up communications. To satisfy himself that his observations had not been wasted, he subsequently questioned each man. His queries as to mounted infantry and artillery having been duly answered, he asked one of the men what cavalry were used for. To the intense indignation of some half-dozen Yeomanry who had been permitted to attend the lecture, the man replied, "To run about for infantry, sir."

OLD HYTHE.

HERE is a picture of more than passing interest, for it represents some of the Musketry Class of 1867, the very year when we were passing from muzzle-loaders to breech-loaders. A generation and a-half has passed away since the veterans we see here were being taught how to shoot. The extra-first-class man who now passes through will have much to note in this presentment of his predecessors. In 1867, as in 1902, we find the musketry men a fine, hardy-looking lot, and we can judge that the mess man has some reason in his complaint that constant work on the range increases the officer's appetite to such an enormous extent as to leave him no profit.

In our picture will be seen some representatives of the newly-formed Volunteer corps, who were not then as particular in their dress as they are to-day. Witness how the officer prominent in the background (this sounds Irish) cocks his beaver on the wrong side, regardless of consequences. The bearded men are from India, and the "holy boy," "standing properly at ease," looks as if he would stand no nonsense. The new patrol jacket had just been introduced in place of the old frock-coat, and we must say that we do not like the specimens of it as worn by these Hythe officers. The change back to the old frock-coat and the waist-sash of Russian War days is a distinct improvement. We do not want to see our officers with stays and shoulder-boards like the Germans, but we hold that there is no smarter dress than a well-made frock-coat worn by a man who knows how to hold himself.

One Naval officer is to be found in the class. In 1867 there was not a regular Naval school of musketry. He appears to be by no means a fish out of water, and no doubt he went in for musketry with the thoroughness that distinguishes seamen. The diversity in the cut of the trousers leads us to believe that in 1867 personal dandyism was allowed more freedom than in these days of strict regulation. It is noticeable that only one officer wears his sash correctly; but perhaps the thing that will most strike the boy soldier of to-day is the method of wearing the hair in the Army of 1867. We recall Leech's picture of Captain Charley Bang caught by his "Artillery whiskers" in the earring of his sweetheart, and, all unconscious of the fact, trying to look demure as his prospective mother-in-law enters the room. Charley Bang has gone, or he is an old chap just able to climb up his club steps, and with him have gone "Piccadilly weepers," "Artillery whiskers," "Damned weather-cocks," or unsightly long whiskers, by whatever name they may be called.

In 1866 the British Government finally adopted the system of breech loading presented to them by Mr. Jacob Snider. This inventor received £1,000 only for his great reform in firearms. He died in October, 1866, before he had the satisfaction of seeing the whole British Army armed with his rifle. As with everything new, there were growls against the Snider "gun," as it was then called, so that nine different systems of breech-loading for small arms were tried in 1867. Eventually the verdict of Wimbledon was that Snider's system was the best. The Enfield rifles (with which we see the officers in our picture) were ordered to be converted to breech-loaders, and up to December, 1867, 61,682 newly manufactured rifles had been so converted, and were ready for issue to the Army. It is worthy of record that the Chassepot was first used as a military weapon in France in October, 1866.

The Snider was, in its day, a most effective weapon, and there is not to-day its equal for a man stopper at close quarters. This was, perhaps, never better proved than at McNeill's Zareba, where the Indian troops successfully stopped rush after rush of the fierce fanatics who were opposed to them. The night sentries on the Indian Frontier, who are always subject to being rushed by the wily Pathan thief or murderer, are often now armed with Sniders.

THE LAST OF THE MUZZLE-LOADER.

Right wing of officers, School of Musketry, May, 1867.

Reading from left to right the names are—Back row: Ensign Garrett, Lieut. Whitty, Lieut. Tabuteau, Capt. Ramsay (Middlesex Regiment), Lieut. Iredell, Lieut. Stuart, Ensign Fenwick, Lieut. Turnor, Capt. Ridsdale, Capt. Hill, Lieut. Wordley (Staff), Lieut.-Col. Munnsell (H.M.I.F.), and Ensign Crawford. Front row: Capt. Tyler, Lieut. Byles, R.M., Lieut. Hon. F. C. Legge (R.B.), Lieut. Davidson, Lieut. Greenland, Lieut. Nepeau, Capt. Howley, Major Hewett (H.M.I.F.), Lieut. Stanley, Ensign Bauebir, and Ensign Dicken.

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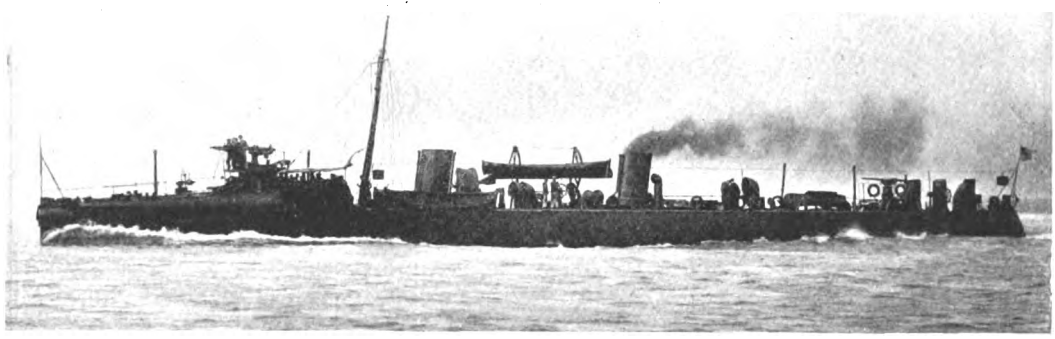

A TORPEDO-BOAT DESTROYER.

THE SEA-POWER OF THE NATIONS.

A Record of Policy and Progress from Week to Week.

By JOHN LEYLAND.

THE announcement recently made that the United States Navy Department had adopted plans for two new battle-ships has not received in this country all the attention it deserves. I remarked last week that, through a fresh swing of the pendulum, the principle of the superposed turret has been abandoned, but that is of lesser importance than the fact that the intended armament is more powerful than anything we have yet made acquaintance with. The guns will be there, though the disposition of them will not be the same. There has long existed an uneasy impression in this country that many of our ships, the cruisers especially, are under-gunned for their displacement and purpose, and it must be agreed that it would be exceedingly deplorable if the new battle-ships of the "King Edward VII." class should be inferior to those of any other nation in the very important matter of armament. The Americans have always endeavoured to provide their ships with as many guns as they could carry, and from Colonial times up to the present day have taken pride in their heavy batteries and their long-range weapons. In 1812 almost all American vessels carried a greater number of guns than they were rated for, and their officers knew that they were, on the whole, better built and more powerfully armed than foreign ships of the same class. Readers of "Tom Cringle's Log" will remember how Scott speaks of the superiority of the American ships of the time. We in England have not always been so resolute to provide our ships with the best guns when they were in the builders' hands, and the "Nile," "Barfleur," "Arrogant," "Powerful," and "Minerva" are examples of vessels which have had to be improved in that respect, though there was apparently no reason why they should not have been properly supplied in the beginning.

Are we to allow a like state of things to come into existence in the case of our newest ships? It has often been alleged that vessels more heavily armed than our own have lacked something else essential for our service—in range of action or sea-keeping power, for example—but the fact has never been satisfactotily established, and an examination of the specifications for the new American ships does not show that they are to be in any way inferior, except in the matter of half a knot in speed. Their armour amidships will be thicker—11-in. as compared with 9-in.—while their displacement will be a little less—16,000 tons as compared with 16,350.

Let me now set forth some of the principal characteristics of the latest classes of ships building or lately planned by certain Powers:

	Displacement.	*Armament.*			*Normal coal supply.*	*Speed. Knots.*
		Main.	*Secondary.*			
British . . .	16,350	4 12-in. (2 turrets)	4 9·2-in. (4 turrets)	10 6-in. (box battery)	950	18·5
United States.	16,000	4 12-in. (2 turrets)	8 8-in. (4 turrets)	12 7-in. (casemates)	900	18·0
French . . .	14,865	4 12-in. (2 turrets)	12 6·4-in. (6 turrets)	6 6·4-in. (casemates)	900	18·0
German . .	13,200	4 11-in. (2 turrets)	4 6·7-in. (4 turrets)	10 6·7-in. (casemates)	800	19·0

INTO THE DEPTHS.

In all these classes the four largest guns are carried coupled in two barbette-turrets, and some of the guns of the next calibres are also in turrets. The striking fact is that the Americans are introducing eight 8-in. turret guns, as compared with our four 9·2-in. turret guns, and twelve 7-in. guns as compared with our ten 6-in. guns for the battery. I will not go into details concerning the particular powers of guns or the exact nature of the protection given to them—remarking, however, that in all cases it seems to promise sufficiency—and will be content to enforce the fact that the weight of metal thrown by the American 8-in. and 7-in. guns together will be 3,980-lb., while our 9·2-in. and 6-in. guns will give a weight of only 2,520-lb.

The question of armament is one of great importance for other Navies as well as our own. M. de Lanessan, late French Minister of Marine, when he introduced the ship-building programme in the Chamber on June 29, 1900, declared that even the secondary armament of the new French ships would perforate any armour upon our new ships of the "Duncan" class. He promised, on December 6 in the same year, that the French ships should unite offensive and defensive power with speed and range in a higher degree than the ships of any other country. The Minister did not appear to have precise warrant for all he asserted, but his successor will now have to reckon with conditions of Naval construction which have improved since the French scheme was introduced. Nor is it at all likely that the Germans, who have just increased their main armaments from 9·4-in. to 11-in., can remain content with the latter calibre, or with the character of the secondary armament.

Evidently the battle-ship is undergoing a process of evolution which may ultimately give it a new character. France was long the principal exponent of the turret system of mounting secondary guns, and other countries followed the example. In that way the Americans, Russians, and Italians gained some advantage over us in placing guns upon the upper deck with a wide arc of training. That, indeed, is the advantage of turret guns, and in our new ships we are introducing them. For a long time we clung to the casemate, but now, following the Americans and Japanese, we have adopted a box-battery as well as the turret, and the introduction of the two new systems of mounting marks a very important change in our battle-ship construction. There are those who believe that the time is ripe for radical alteration in the type of design current in all countries. Lieutenant Signor, of the United States Navy, has lately proposed what is practically a new type altogether. He wishes, upon a displacement of about 16,000 tons, with 1,000 tons of coal on board, to mount six 13-in. guns, severally in two protected barbettes forward and abaft, and six 10-in. guns likewise in two turrets on either beam, giving his ships also twelve 5-in. or eighteen 4-in. guns, and sixteen of 3-in. calibre. His ideal ship would have a completely armoured side, with an average width of 22-ft., 6-in. thick, but increasing to 8-in. at the water-line, besides much other protection for the guns. His proposal is interesting as

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showing that active minds are alert to seek out avenues of progress.

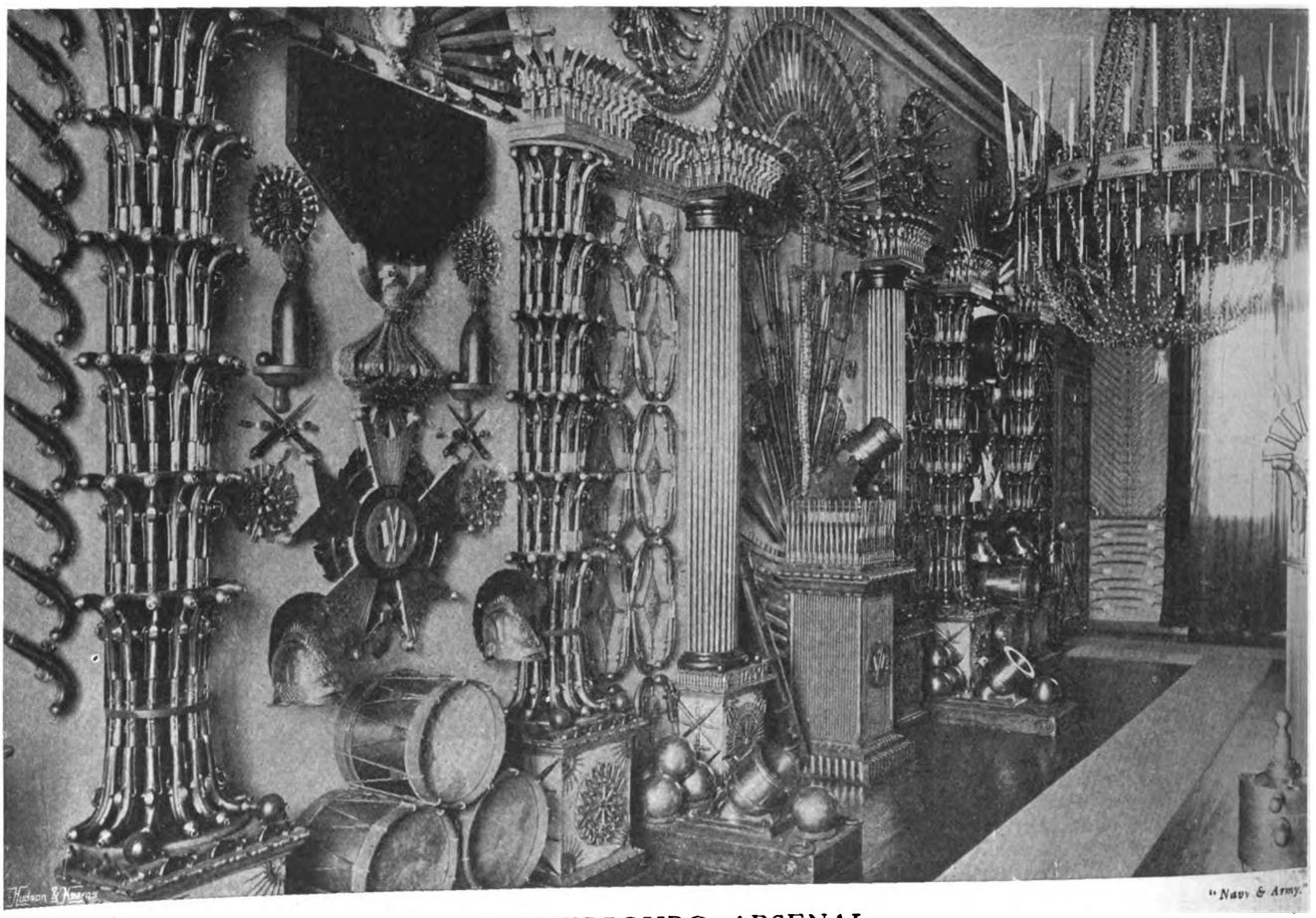
It is true that this officer seeks to crowd too much into his design, and that the conditions he has laid down could not be realised on the displacement he proposes. This, at least, is the opinion of eminent officers and constructors who have discussed his plans in the United States Naval Institute. There is the difficulty, in attempting to mount three guns in a single turret, that the breech mechanism of the middle one would have to be specially contrived, since it is usual for the breeches of the other guns to swing out right and left. It may be concluded, therefore, that the proposal is impracticable, but it is certainly interesting, and suggests that finality has by no means been reached. The Americans claim that they have so far developed high-explosive armour-piercing shell, with a fuse which detonates the shell after penetration of armour, that very serious changes of design will become necessary. Better protection of guns will be called for, and there will be modifications in the general distribution of protection to minimise the damage from heavy high-explosive shell. The effect of armour-penetrating shell has, perhaps, been exaggerated, but the changes suggested have already begun, and no more satisfactory advance has been made than the placing of guns in turrets and batteries, in which they are not subject to the unquestionable disadvantages of the casemate. It deserves to be noted that in the new American ships the casemate for the battery guns is proposed to be retained. These are matters that should lead to much discussion, and the true lesson of the new American design, and of the proposal which has been alluded to, is that it is essential to watch most carefully every new development and every effort towards progress in Naval construction and armament. There should be no possibility of our new ships being under-gunned like some of their predecessors.

TREASURES OF PAST GENERATIONS.

EVERY country has its relics stored away carefully in ancient castles or in modern arsenals, and not the least interesting are those to be seen in the arsenal at Cherbourg. We give here a picture of a corner in one of the rooms, with arms all neatly arranged round shields, here and there a helmet, polished till it shines, as once on some historic battlefield it glistened, the sun's rays glinting back from its polished surface as an arrow from armour. The scene in an armoury is always interesting, even to those whose pursuits do not lie in the glorious game of war. Our own little "York children," as we must still call them, evinced on their recent visit to the Tower the greatest possible interest in the arms and armour that so tastefully adorn the walls of one of the finest old fortresses in the world.

Cherbourg is a town with a past, a very decided past. Far back among the myths of history we find mentions of "Cæsar's Borough," or "Burgh," as some chroniclers have it. In the maritime history of France it has played no small part, and for Britons it is closely connected with our well-beloved Queen Victoria, who always passed through there on her way to the South of France, and who was indeed present at the inauguration of the great *digue*, or breakwater, which has gone so far to make Cherbourg the important Naval port it is. We may also remember, though merely as a matter of History, that in the year 1758 we took and sacked the town and burnt the arsenal, thereby doubtless destroying countless rich links with the past which would have been to-day pregnant with great historical memories.

The ravages then committed have to a certain extent been made good, many very interesting and important historical relics having been deposited. Flags, tattered and bloodstained, old-fashioned pistols once used, and with effect, by long since dead heroes, all find their place in those rooms devoted to the purpose. Cherbourg Arsenal is not, however, a mere museum of curiosities. The importance of the port demands that it shall be ready at any time to supply vessels with those munitions of war which it would be necessary for them to ship in the event of a great battle taking place in the Channel.



"Navy & Army."

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IN CHERBOURG ARSENAL.

A choice collection of relics, gathered from many parts of the world, adorn the walls.

Some secrets are better left alone, and it would go hardly with any spy who attempted to fathom all the mysteries Cherbourg contains. Now that submarines and "submersibles" of all types and sizes are in course of construction there, the vigilance of those in authority has increased greatly. A tale which went the round of the London Press a while ago, anent the British spy who was shot out of a port-hole one dark night after trying to probe some of the secrets of a certain type then undergoing trial, although probably fiction, was a very correct forecast of what might easily happen, especially as no Government would care to ask too many questions about the fate of one of its spies.

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OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By CAPTAIN OWEN WHEELER.

A COMMANDANT, PATIALA LANCERS.

A RECENT despatch from Simla gave a brief outline of the higher staff appointments in connection with the great Military Review which is to be held at Delhi in January at the time of the Coronation Durbar. I do not propose to deal in detail with the announcement, but it has occurred to me that it will be interesting to the readers of these notes to have a few of the larger gaps filled up. To begin with, it is said that "in chief command of the Army" will be Sir George Luck, the Lieutenant-General holding the Bengal Command. It seems to have been definitely settled that Lord Kitchener will go out to India before the end of the year, but, even if he does, it would be quite correct for him to be present as Commander-in-Chief in India, while Sir George Luck commanded the troops assembled for the purpose of the great review. Sir George Luck is, of course, very well known in this country, though not so well as he was a few years ago when he was Inspector-General of Cavalry, and his commanding person was a familiar figure, especially in the vicinity of Aldershot during the Cavalry Manœuvres. Most of Sir George Luck's regimental service was with that fine regiment the 15th Hussars, and before coming to the War Office as Inspector-General of Cavalry he had served in the same capacity in India, where he effected a marvellous levelling-up in the all-round efficiency of the mounted arm. He is a very long-headed as well as dashing soldier, and we may be sure that under his direction the military assemblage at Delhi will be deeply impressive from a practical as well as from a spectacular standpoint.

Major-General Boyce Combe, who is to command the Cavalry Division, is another highly distinguished cavalry officer, who was originally in the 21st Hussars, but who was subsequently transferred to the 10th, and ultimately commanded the 19th. He has had a great deal of Staff service, and was at one time Military Secretary to the late Sir Donald Stewart, during his tenure of which billet I used often to come in contact with him. Later he was in command of the Aldershot Cavalry Brigade, and, again, of the Curragh District, until in October, 1899, he went out to India to take charge of the Rawal Pindi District of the Punjab Command. Major-General D. J. S. McLeod, who will command the 1st Infantry Division, is yet another cavalry officer, formerly belonging to the Madras establishment, who, however, has seen a great deal of general service, and won the D.S.O. for his work in Burma as Deputy-Quartermaster-General. The 2nd Infantry Division will be commanded by Major-General Sir J. Wolfe Murray, who now has charge of the Southern District in Madras, and who vacated the headship of the Indian Intelligence Branch to go out to South Africa, where he did admirable service. As he is a gunner, and General McLeod an ex-Native cavalry officer, the senior British infantry officers in India may think themselves rather hardly treated in being passed over for both the Infantry Divisional Commands. Among the brigadiers the best known is Sir James Willcocks, who commanded the operations in Ashanti in 1900 and those on the Niger in 1897-98. The Imperial Service Troops will, of course, be commanded by the Inspector-General, that fine soldier Colonel Stuart Beatson, C.B., who served to excellent purpose in South Africa, and was formerly second in command of that splendid light cavalry corps, the 11th Prince of Wales's Own Bengal Lancers. I am unable to say for certain, but think it very likely, that Colonel Beatson is related to that other distinguished officer of the same name who belonged, I think, to the Madras Cavalry, and afterwards commanded the Osmanli Irregular Cavalry, better known as the Bashi-Bazouks, in the Russian War. But if I once get on the subject of Indian Army relationships, there is no knowing to what depths I may be led, especially if I seek to supplement my own knowledge by more or less intelligent surmises.

I see that on January 26 Lord Curzon is to give a fancy dress ball at Calcutta in honour of the Coronation, and of the 100th anniversary of the opening of Government House by Lord Wellesley. Later on I may have something to say of the historical memories thus aroused, but the mere mention of a big fancy dress ball at Calcutta is of itself interesting to those with personal experience of such functions. In India a fancy dress ball may, perhaps, be lacking in some of the attributes which impart colour and sparkle to the Covent Garden variety, but it is none the less, as a rule, a very brilliant and enjoyable festivity. I call to mind one very fine fancy dress ball given in Simla by the Commander-in-Chief, in which His Excellency appeared in the dress of a Commander-in-Chief of the old East India Company's Army, and a very noble and impressive figure he presented. The great majority of dresses, too, were very good, some of them extremely tasteful and costly. It was *not* at this ball, I may remark, that a well-known official appeared in the guise of a native constable and, while lounging about a verandah, heard a good many "soft nothings" exchanged among couples who took him for what he was not, and disregarded his presence accordingly.

Before I dismiss the subject of the Coronation and its celebration in India, I may recall what I said a week or two back as to the propriety of endeavouring to induce the late Commissioner of Delhi, Mr. Fanshawe, to write some words of guidance to intending visitors. I see that this advice has been anticipated on a higher plane than my suggestion, for among the autumn literary announcements is a book by Mr. Fanshawe on "Delhi, Past and Present," which is to be published by John Murray, and should prove a deeply interesting and instructive volume.

The *Pioneer* recently made an authoritative statement regarding Aden, which is not a very popular *locale* among British infantry in India, and which is sometimes, quite erroneously, regarded as having now become a sort of penal station, owing to a corps having once been sent there which it was believed the authorities wished to "sit upon." It is true that Aden is not the most delightful watering-place in the world. The crater of an extinct volcano has residential disadvantages which the most elaborate art of man finds difficulty in obliterating altogether. But Aden is by no means so black as it is painted, and many a battalion has contrived to put in a pleasant year there on its way home. For it has been the usual practice to send to Aden a battalion of British infantry which in the ordinary course would be going to England the following year. This practice is to be reverted to now that the reliefs are about to become normal again, and there is a special reason for sending only seasoned troops to this station, inasmuch as the Somaliland question is "to the fore," and the interests to be guarded are considerable.

I can supplement the above by the quotation of a rather interesting instance in which my own old regiment figured quite unconsciously, and in which a term of Aden service proved a blessing in disguise. The story was told me by the Quartermaster-General himself, and it refers to a period just after the Afghan War. To its amazement a distinguished Highland regiment found itself in orders for Aden, and the colonel hurried up to Simla to protest. He went to the Q.M.G., himself a "brither Scot," and expressed his surprise that a battalion like his own, which had done such excellent service in Afghanistan, should be sent to such a ghastly hole as Aden. The reply was that one of two battalions had to be sent there, either the Highland battalion referred to, or the 1st Battalion of my old regiment. The latter, said the Q.M.G., had also done excellent work in Afghanistan, and had come out of the war with far less in the way of honours and rewards than the Highlanders had.

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Like the fair-minded man he was, he had decided that, this being the case, the latter should have the discomfort of breaking their journey home at the entrance to the Red Sea. The sequel is interesting. Full of wrath the Highlander C.O. went away, and in due course his regiment sailed for Aden. The Egyptian War broke out, and the Aden battalion was taken for it, thus adding to its former full sheaf of distinctions, and making the Q.M.G. regret, as he told me himself, that he had dealt so fairly by my regiment to which he had intended to do a really good turn.

From Bangalore comes a snake episode which caps rather realistically the occasional allusions I have made in these notes to the reptiles of the Shiny East. A man was digging in a field near Bangalore, when his pickaxe entered a hole in which he discovered a large cobra. This he killed, and digging a little further he found another. As the hole went deeper he discovered more snakes, and summoning help, a regular slaughter took place. The total number of snakes killed was 108! The prospect of being able any fine morning to drive a pickaxe into a hole containing over a hundred deadly serpents is a lively one, and would not, probably, appeal greatly to the home agriculturist.

A singular windfall has befallen a private in the 2nd Battalion of the Welsh Regiment now at Lahore. He has a year to complete his term of Colour service, and, on condition of his duly completing that term and leaving the Service in a legitimate and usual way, purchase, invaliding, and discharge with ignominy being barred, he has been left by a relative a fortune in which the personalty alone amounts to over £28,000. If he fails to fulfil the conditions he must remain in civil life without the money for seven years, and in any case he cannot touch his legacy till he has left the Army.

"THE RIGHT O' THE LINE."

MAY 5 is a date that will ever be remembered in the annals of the Royal Horse Artillery. It is known in I Battery as "Drivers' Day," and sports are held annually in commemoration of Norman Ramsay's famous troop, of which the men of this battery are the present-day representatives. It was at the battle of Fuentes d'Onoro, during the Peninsular War in 1811, that Norman Ramsay and his daring men earned their never-fading laurels. We may recall briefly the circumstances of the engagement in which these laurels were earned, and for which on May 5 every year a *jour de fête* is held by the successors of this gallant troop.

Photo. Copyright. "Navy & Army."

I BATTERY, ROYAL HORSE ARTILLERY, AT UMBALLA.

Present-day representatives of Norman Ramsay's troop.

The Duke of Wellington had gathered all his available forces between Coa and the Agueda, with his right wing stretching for a distance of nearly two miles south of Fuentes d'Onoro. This village was subjected to a very fierce and determined attack by the French on May 3, but they were eventually driven off with some considerable loss. On May 5, however, the battle proper took place, the French, under Marshal Massena, attacking the Duke's right with great dash and in overwhelming numbers, the fight in consequence being a very unequal one. It was during this engagement that Norman Ramsay and his battery, who had been doing excellent work all through, were cut off by a mass of French cavalry, who came sweeping down on the English reserves. It was impossible to see how Ramsay and his troop were faring at the hands of the French, owing to a thick cloud of dust that arose. All that could be heard were loud shouts, with which was mingled the cracking of pistols. Whilst the scrimmage was at its height, however, the struggling mass suddenly opened out, and Norman Ramsay at the head of his troop was seen to break away and, cutting a path through the surrounding French cavalry, come towards the English lines at full gallop. "His horses were stretched like greyhounds along the plain, the guns bounded behind like things of no weight, and the mounted gunners followed in close career."

Captain Brotherton of the 14th Dragoons, perceiving what had happened, rode forward with a squadron and caused the pursuing French troops to turn back, whereupon General Charles Stewart joined in the charge and took the French General Lamotte, fighting, as it were, hand to hand. Although English troops had often before been in tight corners, the order given by Norman Ramsay on this occasion to charge through a dense mass of opposing cavalry was unprecedented, and goes to prove the pluck and mettle of the men he had under his command. Considering the close quarters at which his men were fighting, it seems miraculous that he should have brought his battery safely through a skirmish of this kind with the loss of only one man, the trumpeter. Certainly this is a record that his successors may well be proud to boast of.

On May 5 last at Umballa the annual commemoration of "Drivers' Day," conducted by Major Paget, was held, consisting of sports, which included a tug-of-war between the right and left half battery lasting for eleven minutes, and which was eventually won by the left half battery—truly "a long, long pull." A fine exhibition of steady horsemanship was given by the gunners and non-commissioned officers in "plaiting the Maypole." The prizes for the various competitions were very kindly and gracefully distributed by Mrs. Stanwell, and all arrangements passed off without a single hitch, which reflects the greatest credit upon those responsible.

This battery, it may be mentioned in conclusion, has recently been re-armed with the new 6-cwt. quick-firing guns, and is now more than ever ready to do its best to make new records similar to Norman Ramsay's achievement, and to uphold the honour of "the Right o' the Line."

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R.M.A. CADETS AT SHOEBURYNESS.

IN spite of shortcomings pointed out by Parliamentary Commissions on Education, no one will deny that the practical course of gunnery which the budding Sapper and Gunner officer goes through at Shoeburyness is one of a thoroughly instructive and useful character.

Of the many subjects taught at the Royal Military Academy, that of artillery is perhaps the favourite one. It has the charm of novelty. The average schoolboy's only idea of a gun is a rifle. He has little idea of the use of shrapnel, and indirect fire and automatic sights are mere terms to him. It has hitherto been considered not advisable to teach him artillery during his first term, as he has so many other new subjects to fill his time; so he is only gradually initiated into the mysteries of tangent sights, Lyddite shells, etc.

In his second term, however, he starts his artillery studies with the details of ordnance and mechanism, does his field artillery drill, and so gets familiarised with the look and feel of his future weapon, and spends many hours over the various breech mechanisms of modern guns and their appurtenances. The guns are man-handled, which is somewhat hard work, and does as much to develop the cadet physically as almost anything in his course at "the Shop."

In his third term he studies ammunition in the class-room, and out-of-doors is taught the mounting and dismounting of heavy guns, and the drill of siege and coast defence guns, while keeping up his previous knowledge.

In his fourth and last term he learns about military carriages and gunnery indoors, and out-of-doors continues work on drill as a battery in coast defence, siege guns, learns the use of the position finder, works with quick-firing guns, laying on rapidly-moving ships, etc., until finally he is ready for the week of practice at Shoeburyness.

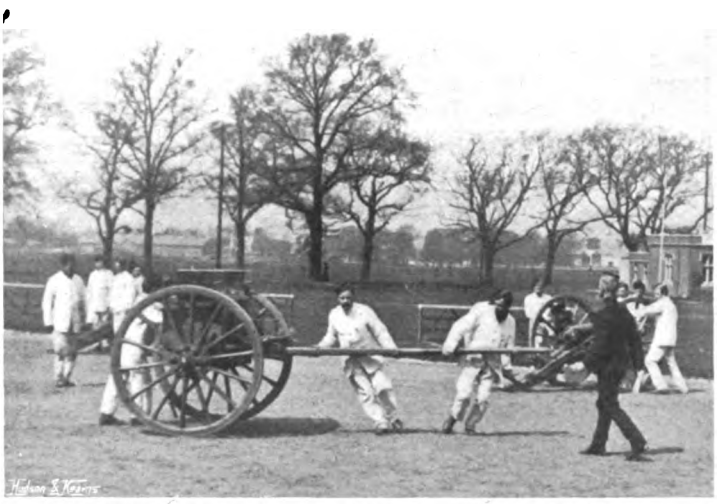
The subject of artillery, it will be seen, is an extensive one. It must include a great mass of detail, which cannot be avoided. Moreover, some of it is dry, most of it hard to remember; hence the visit to Shoeburyness is hailed with delight, for then the cadet sees that, at last, this is the real thing, that he will be able to not only "lay" the gun, but see the result of his laying, and have the satisfaction of firing under, as near as possible, service conditions. Shoeburyness is an ideal place at which to carry out gunnery experiments of all kinds. Any range up to 12,000-yds. can always be obtained over the extensive sands, and by special arrangement very much more can be obtained. It was here that the "Jubilee round" was fired. There was some doubt as to what was the maximum range of some of our high-velocity armour-piercing guns, so a 9·2-in. gun was fired, after elevating to an angle of 45-deg. to obtain its greatest range. A range of over 20,000-yds. was measured.

Shoeburyness has seen some serious accidents, too. In 1885 some experiments were being carried out with a new fuse, and a party of officers and men were standing round the shell of a 10-in. gun while the fuse was being adjusted. There was some difficulty in fixing the fuse, and it is supposed that it must have been struck with a mallet by the gunner at work on it before he could be prevented from doing so; at least, this explanation of the accident was given afterwards. At all events, the shell exploded, with the result that four officers were killed and others wounded.

Shoeburyness is the only place in the United Kingdom where a high-speed target can be obtained at any time of the tide, both by day and night. Consequently, a detachment of officers and men selected from each Garrison Artillery Company in the United Kingdom, and the Mediterranean, come here annually for practice with quick-firing guns. For this class of weapon a rapidly-moving target is necessary to represent a torpedo-boat or torpedo-boat destroyer. These boats move from 25 knots up to 30 knots, or more, and they would be dealt with by quick-firing guns in case of war.

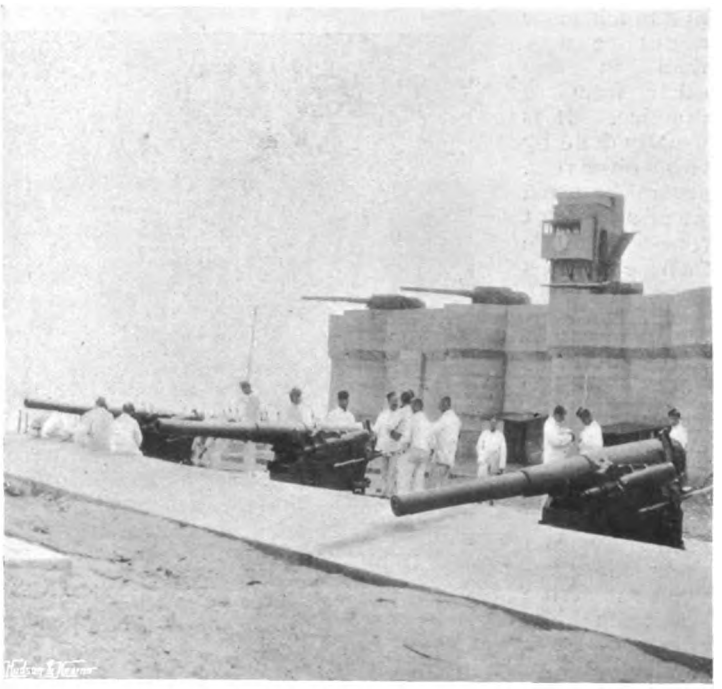
The cadets' course at Shoeburyness lasts a week, and during that time they live in tents, using the National Artillery Association buildings as a mess. The different guns used by them are: 1. Field guns, 15-pounder, Mark IV.; 2. coast-defence guns, 5-in. breech-loading; 3. siege gun, 6-in. breech-loading howitzer; 4. quick-firing 6-pounder and 12-pounder. Taking these in order:

1. Field-gun practice, 15-pounder breech-loading. The whole of the duties of battery officers, range-takers, etc., are performed by the cadets themselves. The targets fired at lately were fifty wooden dummies to represent men, put up in a line at a range of from 3,000-yds. to 3,500-yds.; after about twenty-five rounds the battery was turned on to two advancing targets in succession, for another twenty-five rounds. Fire is opened by "subdivision fire" (*i.e.*, one gun



HANDLING GUNS.

A team of cadets at work under an instructor.



A REST BETWEEN WHILES.

Standing easy after a spell of firing 5-in. breech-loaders.

Photos. Copyright. "Navy & Army."

GUN DRILL.

Cadets finishing up a heavy morning's work.

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at a time), to enable the battery commander to obtain the range of his target. He then finds by firing two guns together (section salvos) the correct place to set his time fuse, in order that it may burst correctly. As soon as this is done, battery fire can be commenced (*i.e.*, firing each gun in succession at a given interval of time). The number of dummies hit is noted by the range party after the practice, and marks are given for fire discipline, speed, and accuracy.

2. Coast-gun practice, 5-in. breech-loading gun. The target is towed by a tug at a range of about 2,500-yds., at about eight knots. It consists of two wooden frameworks about 9-ft. square, connected together by a rope, which represent a ship. The projectiles must strike somewhere between the targets to count as a hit. An officer observes the fire from the tug, and notes the distance short or over that the shells fall; and as observation for line is taken at the battery, the number of shots that would have hit a ship can be computed after the practice. The projectile used is either common shell or Palliser shot.

3. Siege practice, 6-in. breech-loading howitzer. This form of practice represents the highest form of accuracy and skill in practical gunnery. In the siege of a fortress the number and disposition of the defenders' guns, magazines, etc., may be assumed to be known; hence accuracy in shooting will be the essential condition. "Accuracy," consequently, "must never be sacrificed to speed in shooting." A round must not be fired if a little more time taken would result in greater accuracy. The targets used are a wall, representing the escarp wall of a fortification, and also a pole stuck up on the sands. The results of firing are taken in a much more accurate way than in any other form of practice. It is usually done by two observers, several hundred yards apart (one-sixth of the range gives good results). Each is provided with an accurate telescopic observing instrument, and the exact position of each shot fired can be calculated accurately from their observations. The result should be within 5-yds. of the truth. The laying of the guns is corrected on the mean result of a group (*i.e.*, four guns) of rounds. By this method great accuracy is obtained. Cadets fire at about 2,600-yds. Their accuracy is usually above the average, and has recently been remarkable.

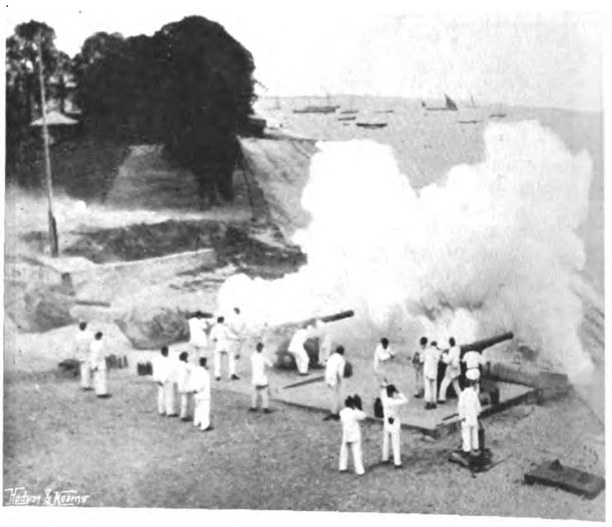
4. Quick-firing guns, 6-pounder and 12-pounder. In this form of practice cadets all have their turn at standing targets, and the best are selected for further training. The target is made to approximate to the size of a torpedo destroyer, and can be run rapidly (up to twenty-eight knots). This is arranged by attaching the target to a wire, which is wound up by an engine on shore. It can be run along the sand (on wheels) or through the water.

Speed as much as accuracy is, of course, most important in this form of practice. At night especially a rapidly-moving boat would only take a few seconds to cross an electric beam, and during that time it must, if possible, be disabled. Cadets do not, as a rule, fire by night; but they do so by day, and the result of the shooting is quite up to the average of service companies. The method of comparison is by "Fire effect," *i.e.*, hits per gun per minute. To get really good work from these guns a good deal of hard and constant practice is necessary. So the very best results from cadets who are new to the guns cannot be expected. Their work, however, comes up to the average of service companies, and is in some respects superior. The results of the days' practice are carefully examined and gone into by instructors, and comments made to the cadets. The greatest keenness is displayed by the cadets throughout, and there can be no doubt of the value of the visit from the point of view of their practical teaching and their education as officers.

As there are two series each of field, coast, and siege practice, every individual gets his share in the various duties, and as they often see practice carried out by service companies, both by day and by night, this week is a busy and most instructive one. It might be interesting to note the value of service rounds of ammunition:

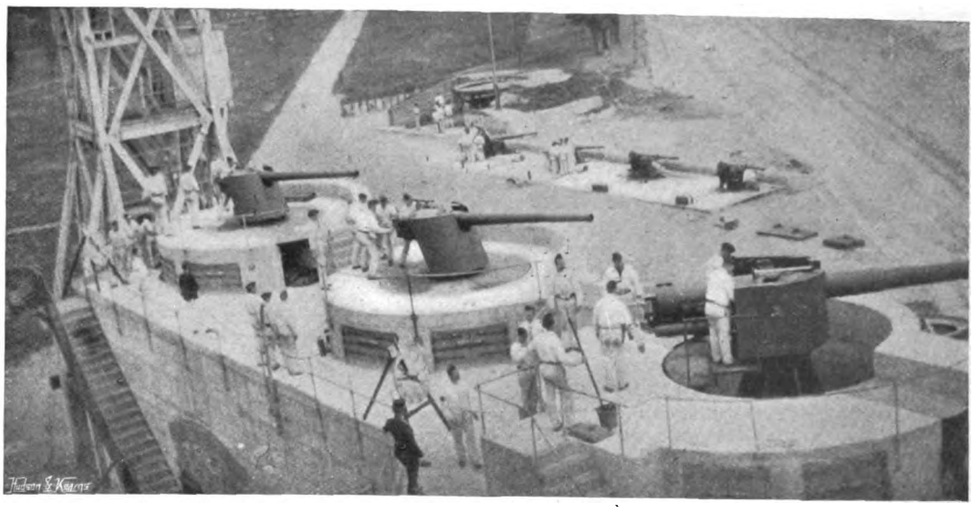
15-pounder	field gun—about	£1	10
5-inch	breech-loading gun	1	2
5 „	breech-loading howitzer	1	12
6-pounder	quick-firing gun	0	6
12 „	„ „	0	18

One can thus see that practice cannot be carried on for nothing. The shrapnel shell and the complicated time fuse make the 15-pounder ammunition expensive in proportion. The other types of guns fire solid shot, or plugged shell, which is less expensive.



AT WORK.

Firing 5-in. breech-loaders from Shoeburyness.



CLASSES FIRING.

Cadets at practice with 6-pounder quick-firers.

Photos. Copyright "Navy & Army."

FROM THE SHORE.

Firing a 15-pounder breech-loader at rapidly moving targets.

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THE SPAR TORPEDO.

By An Expert.

THE accompanying illustrations of spar torpedo exercise have a little story connected with them.

A short time ago I was returning from the Channel Islands to Weymouth in one of the Great Western Company's steam-boats. It was rough and windy weather, and none of us passengers were sorry to gain the shelter of Portland Bill. Just round the point and almost in the path of our steamer lay a man-of-war's steam-boat and two other small boats bobbing up and down in the heavy sea.

The steam-boat had a long pole poised between supports at the bow and stern, on the foremost end of which was a small cylindrical-shaped object. The pictures give a clear idea of what I am trying to describe.

As we raced close by her, giving her a fine wetting with our wash as we passed by the way, an order was given and the long pole was launched over the bows by invisible hands till it lay in the water in the position shown in the above illustration. By this time we were nearly 300-yds. away, for the "Reindeer" can do her 20 knots with ease. Suddenly we felt a heavy shock, followed by the dull thud of an explosion. A huge column of water rose from the bows of the steam-boat fully 200-ft. into the air.

The little boat herself was completely hidden, and for some moments we thought a terrible accident had occurred. But no! as the water subsided again we descried our little friend still bobbing up and down as lively as ever, with her crew busy hauling the wreck of the long spar inboard.

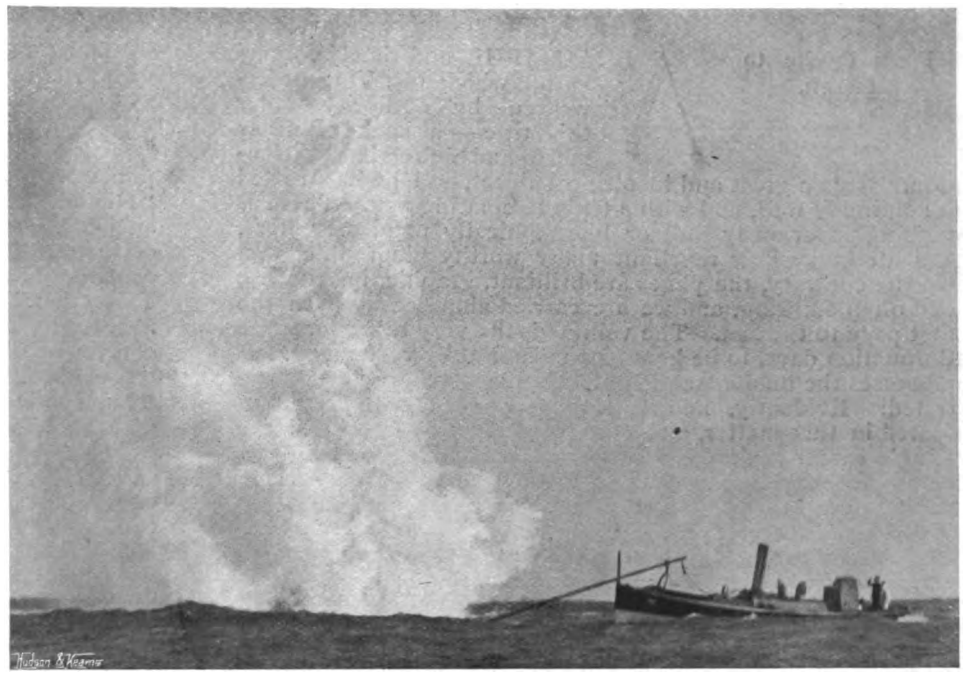
Now the passengers below came running up on deck, some of them with genuinely scared faces. "What had happened?" "Had we struck a rock?" "Was there any danger?" "Only a torpedo!" "How very dangerous!" "Where is it?" "It oughtn't to be allowed." "We must complain to the Captain!" We explained what had happened, but even then some were not to be reassured, others declared that they felt something hit the ship, and a man, one of the stewards, I think, was almost prepared to swear to the very position. However, as half-an-hour later we were safely moored alongside Weymouth jetty, probably no one gave further thought to the fancied danger we had escaped.

As, personally, I had several days to spend there I made a trip one day off to the guard-ship "Alexandra" to try to find out something about the matter. Needless to say, I was most courteously received and the whole thing explained in a very few minutes. My account caused much amusement and some laughter at the expense of the nerves of the British public, though I pointed out that to an outsider the thing really had appeared for the moment most dangerous, and that our anxiety had been as much for the crew of the steam-boat as for ourselves.

It seems that the spar torpedo was one of the earliest devices of the torpedo service. It has been used several times in comparatively modern warfare with varying success, notably on the Danube during the Russo-Turkish Campaign. Opinions differ very much as to whether it would be of any real value to-day against quick-firing guns. At least its presence must be always a menace to any squadron, whether blockading or blockaded, and necessitate that constant vigilance which will probably be so wearing to the ships' companies in the next great Naval war. Its simplicity, too, is much in its favour, consisting as it does merely of a long pole with a charge of gun-cotton on the end, which is fired at the critical moment by electricity. Against it is the fact that the charge must be actually in contact with the ship's side if any damage is to be done.

The explosive effect of gun-cotton under water is limited to a very small area, but it is of extraordinary violence in that area. The small 30-lb. charge will blow a hole in the side of the strongest ship afloat if it is in contact with it, but the frail steam-boat hardly 15-ft. away is not even severely shaken, and indeed fires one of these charges three or four times every year for exercise. Thus if this article meets the eye of any of my late fellow-passengers they may feel reassured that the little exhibition they witnessed was free from the slightest suspicion of danger either to themselves or anyone else.

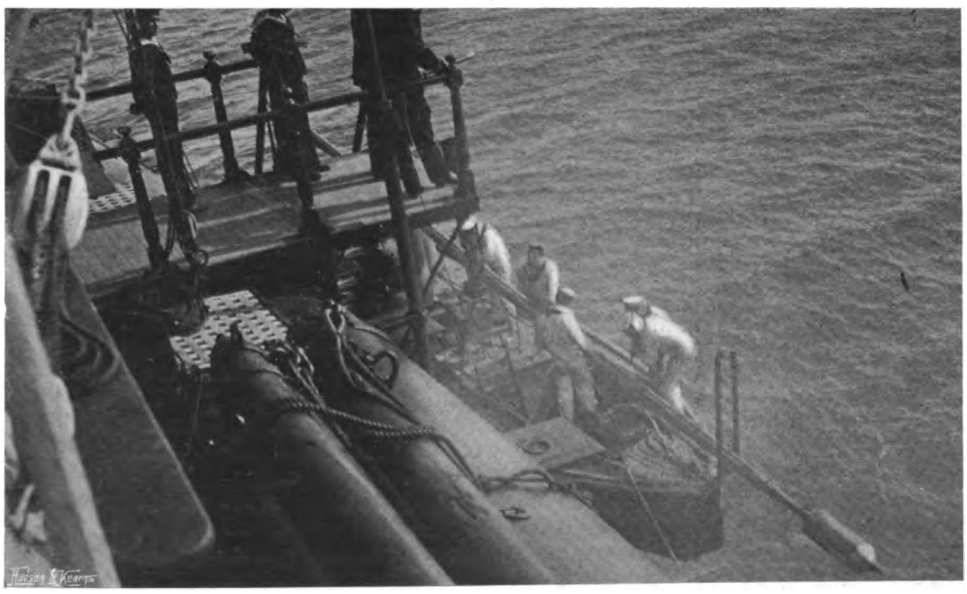
The photographs which are here reproduced almost explain themselves; in the lower one the spar with its torpedo has not yet been rigged out for firing.



A FINE SPLASH.

Made by firing an outrigger torpedo.

HOW THE DECK OF A TORPEDO-BOAT LOOKS FROM THE BRIDGE OF A BATTLE SHIP.



Photos. Copyright. "*Navy & Army.*"

ALONGSIDE THE SHIP.

The boat preparing for torpedo practice.

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THE WORLD OF BOOKS.

From Cradle to Crown.

(By J. E. Vincent. Newnes. 10s. 6d. net.)

A BEAUTIFUL and timely volume is that which Mr. Vincent has written by authority under this title — a book of many merits and high claims to attention. It is a great and inspiring subject, and he has treated it admirably well, and with a truly fascinating pen. There is nothing laboriously dull or biographically ponderous here, and all know how repellant many worthy biographies are. On the contrary, the pages are brilliant, graphic, instructive, and often amusing, and we are carried along easily from the first page to the last. The volume is the very thing for these Coronation days, to be kept as a memorial by very many. It possesses the final attraction of being most charmingly illustrated. Evidently, neither trouble nor expense has been spared in this matter, and every period and incident in the King's career is depicted by excellent hands. The modern pictures are excellent, and the reproductions of old engravings and pictures bring before us as no pen could the conditions of the King's early years, and very quaint and attractive they are. There are portraits in abundance of the King at every period, and of all his relatives, scenes of Court life, pictures of notable episodes, views of Royal palaces and of places which the King at various periods of his life has visited. In short, nothing is wanting to make "From Cradle to Crown" pictorially attractive.

The task undertaken by Mr. Vincent is, as he says, stupendous, but he has accomplished it most successfully. His aim is to give an account of the King's life from the day of his birth in 1841 to that of his Coronation, and it has been a life well filled. For nearly sixty years was His Majesty Heir Apparent, and never did he shirk the duties of that exalted position. It is a great record of work well done. The early years were spent in assiduous and careful preparation for the matchless position, while, during the remainder of them, King Edward, as Prince of Wales, lived as strenuous a life as ever fell to the lot of prince or peasant. His career has had its share of joys and sorrows. He has passed through all the afflictions, in sickness and bereavement, to which all of us are liable, and ever has he been sustained by a strong sense of duty, through which he has now won the hearts of his subjects, and finds himself in close sympathy with every class of them. This is largely Mr. Vincent's theme. He presents to us His Majesty as a true and typical Englishman, and he also shows how King Edward, when Prince of Wales, found time to interest himself keenly in movements directed to bring about improvement in the social order, movements which he has many times led and brought to success. The hospitals owe much to him, the housing of the working classes has been his care, barrack accommodation he has interested himself in, and in all these things he has been a powerful patron, a zealous worker, and a wise counsellor. It is a part of His Majesty's career well represented in these pages.

Then we have King Edward as a model country gentleman, a practical farmer, a good shot, and an expert fisherman. We learn that he is an excellent judge of good horseflesh, and pursue with interest his successes on the Turf, and we know what an admirable example he has set to many yachtsmen. Being now the popular sovereign of a great Empire, he knows nearly every part of it. In his youth and early manhood his intellectual faculties were enlightened by visiting many climes, and here again he made friends wherever he went. He has identified himself with the Navy and the Army, and indeed there are few spheres of public activity in which he has not taken a leading part. All these matters are passed in review in Mr. Vincent's delightful pages. We follow His Majesty from the nursery to the college quadrangle; we note his august mother's influence; we are with him in his travels. More than all is brought before us his marriage with the "Sea King's daughter," which has given him a happy life and to us our beloved Queen, who has long held a firm place in the hearts of her husband's subjects. A touching chapter is devoted to His Majesty's very serious illness in 1872. Of course Mr. Vincent has not forgotten the Royal Family. He gives, indeed, a complete account of the lives and education of the King's children from their childhood onward. Nor are the Royal residences overlooked, and here once again the illustrator has triumphed. The pictures of Sandringham are very beautiful. But we have said enough. There is no book like this descriptive of the King's career, and there is not likely to be. As a book for His Majesty's subjects, it seems to possess finality. They are not likely to ask for more. In literary vigour and fine illustrations it is not to be outdone. Welcome, therefore, is the book, and a credit to all concerned. It deserves to be remarked, also, that it is a fine example of what the modern press can do in good paper, excellent print, and handsome binding.

Encyclopædia Britannica.

(New Volumes. A. and C. Black and the "Times.")

The fourth volume of the new "Encyclopædia" has followed fast upon the heels of the third. It is a mine of information, and possesses the same characteristics as have already been described in its predecessors. Beginning with "Elections" and ending with "Glamorgan," it includes a very great range of interesting subjects, some of them practical, others philosophical, several of them artistic, not a few literary. Sir Leslie Stephen has contributed a scholarly prefatory essay on "The Growth of Toleration." We must tolerate opinion, he tells us, but not necessarily practice, and of course he regards it as a sign of advance that toleration has become general. It might be argued, plausibly perhaps, that this general spirit of toleration implies the tone of an age to which nothing matters very much. At any rate, we certainly are not in such desperate earnest as our forefathers were. Practical subjects treated are electricity and its various applications, engines, gas plants, and very many other matters. Among countries and parts of the world we have Europe, England and Wales, France, and Germany—truly a goodly array of important topics. They are all handled with distinction and knowledge by most competent men. Many will turn with interest to Captain Wells's paper upon "Fire and Fire Extinction," wherein he describes the system adopted in London, and illustrates it well. It is interesting to read that under the Fire Brigade Act of 1865 the chief officer of the London Fire Brigade has extensive authority to act on the occasion of fire, including powers "to take any measures that appear expedient for the protection of life and property." The American system is described by General A. P. Rockwell, of Boston, Mass. Upon the question of Fortification, Sir George Clarke speaks with great force and authority touching coast defence, and shows very clearly what are the limitations of fortification ashore, and how little at one time these limitations were understood. Field and permanent fortification are in the hands of Lieutenant-Colonel Louis Jackson, R.E., and Captain F. H. Hodges, U.S.A., describes fortification in the United States. Colonel Jackson says with unquestionable accuracy that the South African War has taught a great deal. It has shown the high value of field fortification, once gravely doubted by many, and such fortification will henceforth play its part in the attack. So changed are the conditions of things that a comparatively small body can hold in check a large force making a frontal attack. Then will come the attempt to move on the flank or to envelop the defenders, and field fortification will exercise important influence on the result. The "Encyclopædia" deals with this question, which, when we pause to think of it, is a remarkable thing. In old days such publications did not enter into such topics. An account of military engineers is from the pen of Colonel R. H. Vetch, C.B. It is impossible to catalogue the subjects dealt with in the book, but it may be interesting to mention English History (by Sir Spencer Walpole), English Law and English Literature, Engraving, Evolution, Exterritoriality, Finance, Football, Forest and Forestry, Furniture, Game Laws, Geology, and a number of biographies, including lives of Marshal Espartero, Faucett, Fitzgerald, Garfield, and Gladstone. The illustrations are abundant and excellent. A wonderful book is the new "Encyclopædia Britannica."

Nautical Terms.

(By Leon Delbos. Williams and Norgate. 7s. 6d.)

M. Delbos, instructor of French in the "Britannia," is to be congratulated upon the fourth edition of his well-known "Nautical Terms." It is a great improvement upon its predecessor, which has helped very many, but has now been carefully and thoroughly revised. One useful change consists in giving the French-English part in full, and thus saving troublesome cross references. The additions are very numerous, and the book is of a really useful and up-to-date character. We do not know anything more difficult than to make a nautical dictionary well, but M. Delbos's volume has been completely tested, and has been improved with the issue of each edition. At the end are many useful tables, including the metric system, measures of length, weight, etc., foreign money, the barometric scale, the various thermometer scales, tide signals, the international code, semaphores, weather signals, vessels' lights, marks of rank, distinguishing flags, etc. The coloured and other illustrations are well produced, and the book cannot fail to be very useful to officers and cadets. We wish nautical terms in other languages could be made as easily accessible. M. Delbos has done excellent work, and others might follow his example. There is nothing quite so handy or useful, giving German, Italian, and other foreign nautical terms, though Mr. N. W. Thomas's "Naval Word Book" (German and English) is very useful in a similar way. It is published by Messrs. Lipsius and Tischer of Kiel.

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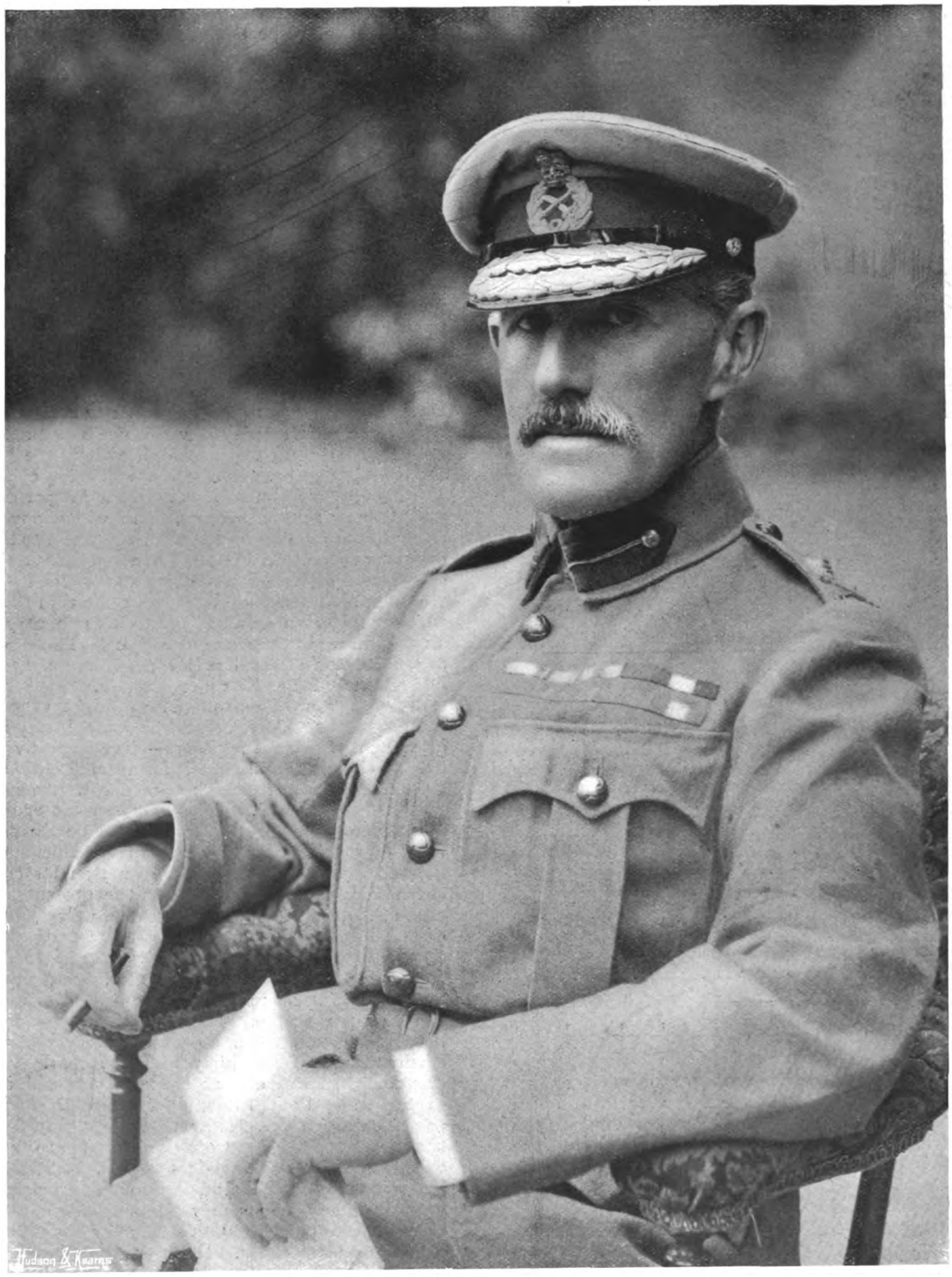

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THE ADJUTANT-GENERAL IN INDIA.

MAJOR-GENERAL H. L. SMITH-DORRIEN, D.S.O.

This excellent officer, whose marriage to Miss Olive Crofton Schneider, daughter of Colonel Schneider, of Oak Lee, Furness Abbey, has been one of the most interesting of recent social events, is most favourably known for his work in South Africa in command of the 19th Brigade. A thoroughly practical soldier, he has a fine scope for his abilities in his new appointment, that of Adjutant-General of the Indian Army, especially under such a pre-eminently practical and progressive chief as Lord Kitchener.

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NAVY & ARMY ILLUSTRATED.
A PICTORIAL RECORD OF THE WORLD'S NEWS.
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Editorial.

TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions, as well as information of prospective Naval or Military events which it might be considered advisable to illustrate. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in NAVY AND ARMY ILLUSTRATED *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

**** We regret that the name under the photograph of His Majesty King Edward, published as a frontispiece to last week's* NAVY AND ARMY ILLUSTRATED, *should have been erroneously given as Haines. It should have been stated that the picture is the work of W. Heath and Co. of Plymouth.*

The Englishman Abroad.

A WELL-KNOWN German professor gave it as his opinion the other day that the behaviour of English people in Germany was chiefly responsible for the violent hostility shown towards England by the newspapers of the Fatherland during the South African War. He admitted that he scarcely expected this explanation to be taken seriously. We certainly cannot accept it as the whole truth about the anti-British campaign in the German Press, though there is no doubt that it does contain part of the truth. What the professor said was in effect this. "Almost every German has seen English people treating his manners and customs with contempt, which they take little trouble to disguise. The Briton, when he goes abroad, conducts himself as if the world belonged to him, and as if, outside the British Isles, he did not think much of it. This has a good effect upon what we call native races, meaning by that races of people who do not conform to our standards of civilisation. But upon the nations of the Continent, who are for the most part better educated and of pleasanter manners than yourselves, this assumption of superiority produces the impression that you are a nation of bullies and of bears."

This is severe, but unfortunately not unfounded. The kind of attitude taken up by the average Briton towards the habits of foreigners finds a good example in the story of the man who sat watching a long line of French people waiting at one of the tramway ticket offices in Paris. He regarded them for some time, in doubt as to what they were doing. Then he broke out with a snort of disdainful amusement, "Why, the fools are actually taking tickets for the tram!" Another aspect of this intolerant habit of mind is illustrated by an incident which took place recently in a German University town, and which created a great deal of natural ill-feeling against English-speaking visitors. In this case the offenders were American. On the promenade, where all sorts and conditions gather every evening to listen to music, a party of tourists from the United States found a subject for diversion in the way Germans constantly take off their hats to one another. Their silly merriment and disregard of decency at last spurred on one of the party, a woman, to make herself conspicuous by standing up and imitating every German who raised his hat within her view. Any sensible, respectable American would, of course, feel as much disgust at such behaviour as did the Germans. Any German who knows England or America well knows, equally of course, that it is only persons of no account who attract unfavourable attention to themselves. But even so he will feel annoyance; and then there are an enormous number of Germans who think that this kind of conduct is common to everyone who speaks the English tongue.

The German newspapers can plumb as well as anybody the depth of the resentment which has gradually grown up against us, and, when the war began to turn to our disadvantage, they saw an opportunity of increasing their circulation by paying off old scores. In the University town which has been mentioned the principal journal has doubled its sale, and a great many proprietors of newspapers all over Germany have made fortunes since they took up their abusive and defamatory attitude. There has never been any difficulty about finding material wherewith to fan the flames of anger and ill-feeling. When misrepresentation found nothing to work upon, recourse was had to positive invention. There were several Press agencies engaged upon nothing else but manufacturing lies about the British troops and the brutality with which the war was being conducted.

Now, when you can work off a long-standing grudge and make money by the process, there will always be newspapers ready to reap the harvest of such an appeal to the baser passions of their readers. We certainly cannot admit that this was the sole cause of the Press campaign against Great Britain in Germany. There is little doubt that in high quarters the working up of an enmity towards this country was regarded as a useful move in the game of politics. Those who were anxious to see a forward Naval policy popular among the mass of the inhabitants of the German Empire, considered that national feeling in favour of a strong Navy might very well be aroused by this means. Also, there was undoubtedly a genuine feeling of sympathy with the Boers—the sympathy that has always been, and always will be, felt for a small nation fighting against a Great Power by those who are not well acquainted with the merits of the quarrel. This feeling was regarded by us as being natural enough, and, if the German newspapers had confined themselves to expressing their hopes of Boer success and British failure, we should have had little reason for complaint. What did astonish and annoy us was the grossness of their attacks, the persistency of their ignoble slanders, the determination shown to lose no opportunity of representing British policy and the British soldier in a despicable and discreditable light.

We must remember, however, that, unless the German people had been ready to take sides against us upon the slightest provocation, those in high places would never have been able to stir them up with the cry that England was the enemy against whom they must be specially prepared. And this readiness was due, as the professor said, in very large part to the rude, thoughtless, overbearing behaviour of English people in Germany. Now that we are in the middle of the holiday season again a word of warning may with advantage be offered to all British travellers abroad. Let them remember that by their actions and their demeanour their countrymen are being judged. Many things may happen to irritate them, and to fill them with a burning desire to show their dislike for German manners and methods. But they must bear in mind that after all they are in the position of guests, and that it ill becomes a guest to find fault openly. If they do not like eating stewed prunes with roast mutton, or seeing ill-favoured individuals swill beer immoderately, or being ordered about at railway stations by hectoring officials in military uniform, then they need never go back. But, if they think with all sensible people that small annoyances, whatever they may be, are well worth putting up with for the sake of the charm and interest that lie in foreign travel, then they must be on their guard against hurting people's feelings and against being mistaken for anything but what they are at home, patient and courteous and kindly folk, whom foreigners cannot help liking, if they only have opportunities of really making their acquaintance.

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A FORMIDABLE FOE.

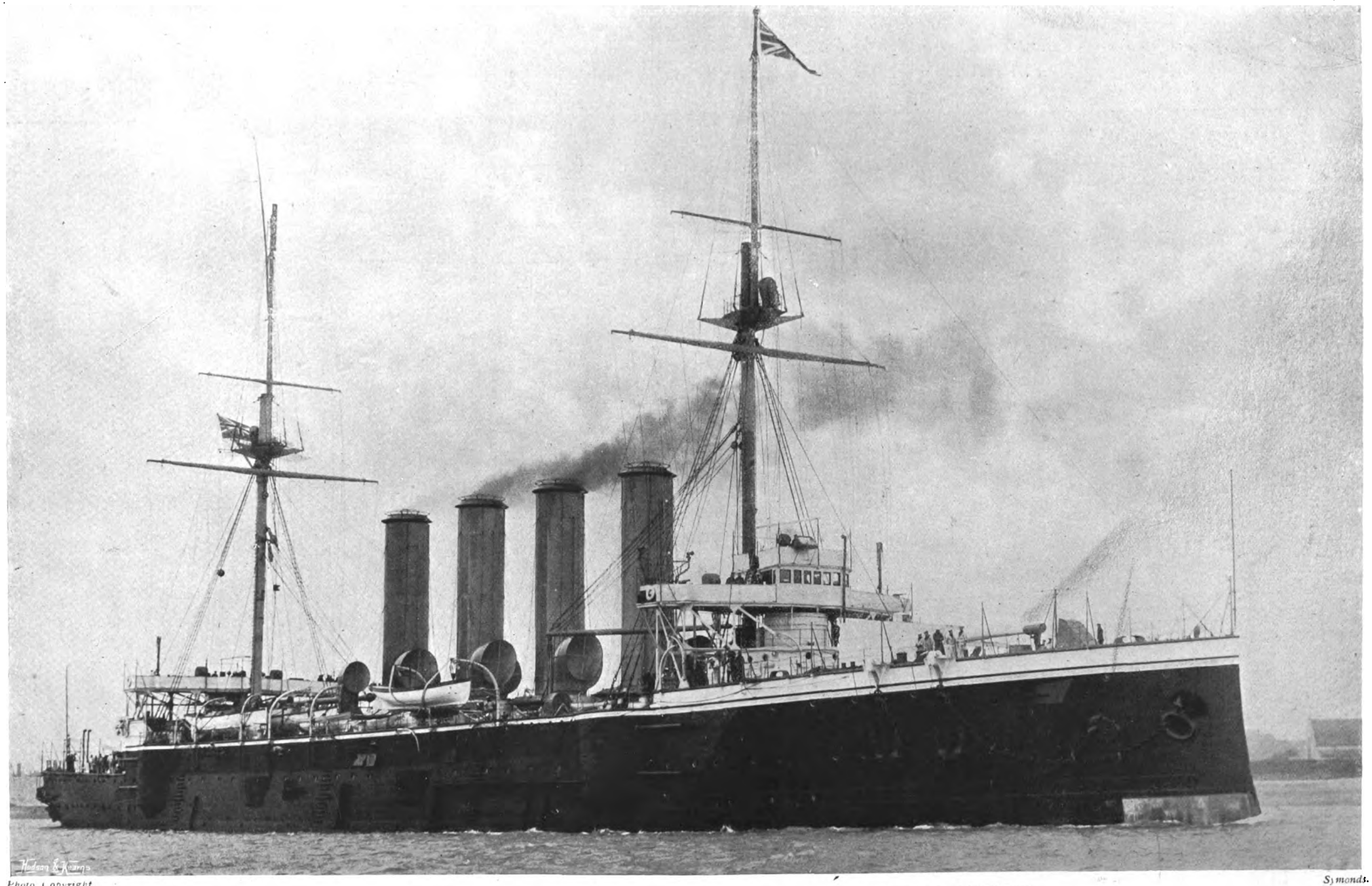

Photo. Copyright. Symonds.

A WELCOME ADDITION TO THE MEDITERRANEAN FLEET.

The first-class cruiser "Aboukir."

The "Aboukir" is one of our latest armoured cruisers to be commissioned, and she belongs to a class named after its prototype the "Cressy." She is of 12,000 tons displacement, with an I.H.P. of 21,000. Well protected with the most modern armour, and having a speed of 21 knots, she is among the more valuable of our commerce protectors.

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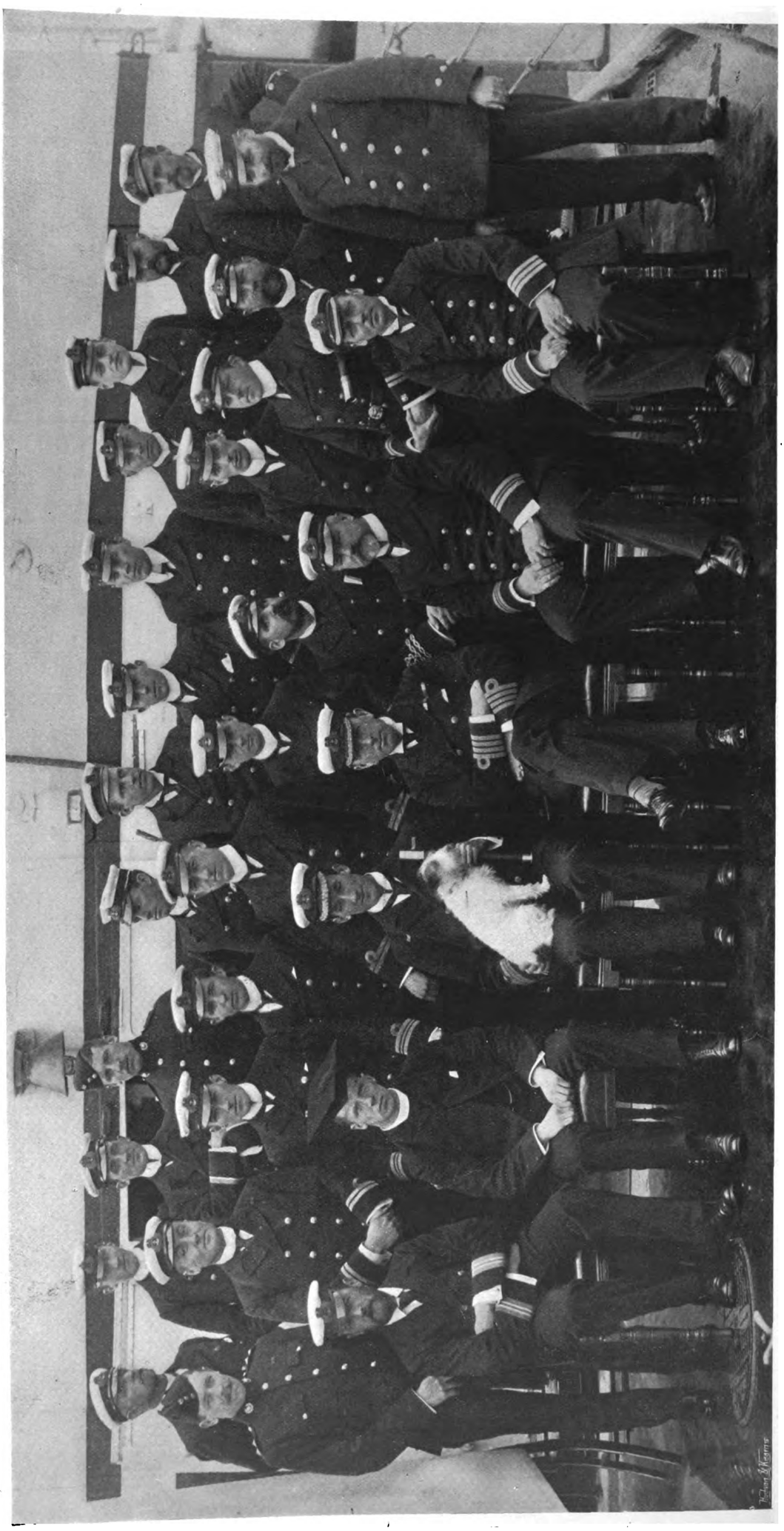
ON THE QUARTER-DECK.



CAPTAIN C. J. G. SAWLE AND OFFICERS OF THE "ABOUKIR."

Photo. Copyright. Symonds.

Reading from left to right the names are—Back row: Gunner A. Randell, Assist.-Clerk A. des V. Ewing, Assist.-Paymaster A. L. T. Nye, Lieut. E. Sketchley, R.M., Gunner G. A. Jennings, Engr. F. J. Thompson, Assist.-Engr. W. R. Fendick, Assist.-Engr. W. E. Lowsland, Sub-Lieut. H. D. Bridges, Assist.-Clerk G. H. Thompson, Assist.-Engr. H. G. Gauntlett, and Carpenter G. J. Childs. Second row: Capt. A. N. French R.M., Lieut. J. T. H. Harper, Lieut. H. H. Smith, Lieut. A. Gilbert, Lieut. S. Newcome, Lieut. B. A. Austen, Lieut. F. I. Hall, R.N.R., Assist.-Engr. J. M. Walker, Lieut. G. H. D. Mackinnon, Boatswain J. Lee, and Boatswain E. H. Wilder. Front row: Paymaster T. Seaman, Chaplain Rev. C. W. Coles, Commander L. W. Smith, Capt. C. J. G. Sawle, Staff Surgeon C. Strickland, and Fleet-Engr. T. G. E. Hughes.

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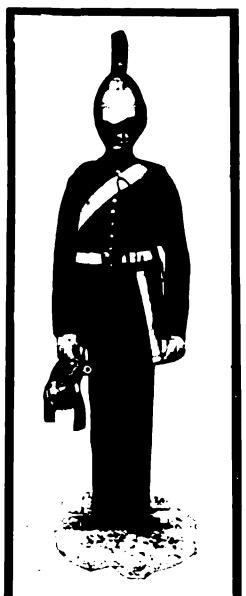
BAND INSPECTION, DUKE OF YORK'S SCHOOL.



BUGLER.
6th Dragoons.

GYMNASTIC EXERCISES, DUKE OF YORK'S SCHOOL.

ROUND THE MILITARY CLUBS.

What Soldiers are Thinking, Saying, and Doing.

By RANGE-FINDER.

THERE seems to be somewhat of a revival of the question of rifle clubs, the hope of national defence as understood by the late Premier. Now, as a matter of fact, I am much of the same opinion as Lord Salisbury on the broad issue, though I differ widely in the detail, as it is understood at present. I with many others, who have doubtless built their opinions upon the experience of the last three years in South Africa, believe that we are essentially wrong in all our musketry training, even unto the new snap-shooting in the latest approved course. I believe that there is only one rule for training in military musketry, and that is to make your men dead shots at 500-yds. without marking the range down for them. If you can do this, and turn out 75 per cent. of your Army or nation as marksmen at 500-yds. you need have no fear with regard to the issue of any military operation. The rest will all come in a very short space of time. But it is the 500-yds. rifle-range which settles issues in war, and the man who is deadly at that range possesses the best "coat of mail." I met a soldier only yesterday who had just returned from South Africa, and who since the signing of peace has been out shooting with some of our late enemies. He was absolutely appalled by the accuracy of their aim at 700-yds. to 800-yds., and could ill-disguise his surprise. He discussed the question with an old burgher who had been through all the earlier portions of the war. "Two things have caused us to lose the war," came the old man's answer. "The first is the burgher's love of cover, and the second was his desire to shoot at long ranges. If we had not troubled about cover more than we do when out buck shooting, and if we had never fired at a longer range than five hundred yards, we should always have defeated your best troops!" While not being inclined to accept the old man's verdict as absolute, one cannot help feeling that there is a great deal of truth in what he said, and a great deal of instruction which it would not be amiss that we lay unto ourselves. I am as positive, as one can be positive of anything in this world, that it is all wrong to train men, often not of the highest intellectual standard, upon ranges of which the sights are fixed. It is absurd to have standing, kneeling, and lying positions tied down by regulations for particular distances. I would only train men to shoot at ranges varying from 450-yds. to 550-yds. or 600-yds., and I would then let them find their range for themselves, varying the position of both the target and the shooting point. I have no use for "the nation in arms" theory in England and her Colonies, but I would have everyone able to shoot, and to shoot well at 500-yds.; then if a military emergency came our way, we should be able to fashion as many soldiers as we wanted. It does not take an intelligent man long to master sufficient drill and procedure for the purposes of campaigning—discipline he probably has already—but it does take a man some little time to become expert with a rifle, and it is while he is experimenting with a rifle that the enemy will have the upper hand. And now is the time to strike for innovations; in another year the people will have begun to forget the lessons of December, 1899; they will again be inclined to listen to the doctrines of the Treasury, and then all is lost. It will be a sorry sequel to this war if we do not profit by the lesson for which we have paid over £200,000,000.

I understand that just about the time this paper will appear in print Sir John French will take over the command of the 1st Army Corps at Aldershot. Already he has great plans in preparation for the training of the Army under his control, and as it is known that Sir John French's great watchword is that all success in war is based upon information, we may expect that the new training he inaugurates will show an advance on the subject of inter-communication and approved channels of intelligence and information. I am very anxious to see how Sir John will fill the new *rôle* of guiding hand in the training of all arms. Sometimes I have my doubts; but men who are intimate with the great cavalry leader say that he is a far greater student of his profession than the world has generally given him the credit of being. One thing is certain—he has very decided views upon the subject of remounts, and I think we can safely say that any view which Sir John French may take on a subject in which he has had so much experience is nearly sure to be the correct one. As I am told by those who should know, Sir John maintains that there is only one solution to the remount question, and that is the establishment of permanent remount farms and training centres upon a very considerable scale, capable of the utmost expansion as soon as war is imminent. Otherwise, the losses incurred must be heavy, since no horses unless trained or partially trained can be expected to stand the stress of campaigning for long, no matter their quality, no matter their breeding. It is like putting an ordinary cyclist into a hundred-mile racing competition with professionals, to set an untrained horse to do the duties required from a trained troop-horse on service; and this has come home to every cavalry soldier who has served in South Africa, though apparently the layman who has spent his millions like water does not care a rap, while the Exchequer, which will pay out fortunes daily during a war, will scout a business-like proposal which would entail an annual expenditure over the present fixed limit.

A very worthy organisation has come to my notice quite recently. A committee composed of residents and persons connected with East Kent have instituted some Cottage Homes for deserving men of the Buffs. The idea is that sufficient funds should be raised to endow these cottages, and that they should serve as homes for soldiers recommended for exemplary conduct. The scheme is a splendid one if it can reach far enough. At the present moment the committee, under the secretaryship of Mrs. Friend, has arranged for two such cottages, but when one considers the vast number of deserving cases which pass through a regiment in twenty years, one feels how inadequate this number is to meet the requirements of such cases. But, anyway, it is a beginning, and all good movements have, as a rule, small beginnings. Perhaps when this nation has realised fully the debt which it owes to the private soldier, we may see many such homes spring up in connection with other corps, like the very excellent beginning which has been made at Margate.

There is no doubt that we have a very grave situation in front of us with regard to the future recruiting of the Army. Recruits we must have, but how we are going to get them is more than anyone at the present moment can say. This much is certain—that the first six months of operation of the new scheme of increased emolument has not brought the numbers anticipated, and though we may not be short upon the usual average, we are far behind expectations, or the numbers which the enlargement of the Army now requires. Of course, it is yet the summer months, and recruiting is never so brisk in the summer as it is in the winter, but I see no reason why the ratio should alter owing to the "eighteen-penny" inducement; consequently one may almost safely say that recruiting on the new basis has not been the success that it was intended to be. A writer to the *Times*

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puts an ingenious proposal forward. He suggests that the authorities ruin the chances of the Army by not insisting upon a character with each recruit. He maintains that if the tone of the Army were raised by the rejection of all applicants who could not show a satisfactory character, we should fill our regiments to the full and overflowing. There may be something in this, but I am sceptical, and I think that the writer perhaps enlarges upon the success of his own corps as quoted. What deters the better class of man from enlistment is not the men in the ranks, but the enforced restraint of Army discipline. Men have now been educated past the stage when they are readily amenable to all the laws which bind the schoolboy. Now if more men were allowed to reside out of barracks, we should have a much better recruiting roll. If a large proportion of the men, who by their exemplary conduct could show that they would not abuse the privilege, were allowed to live out of barracks, I feel positive that it would make a vast difference to the class of men offering themselves for service.

I have just heard a very good story of General Buller when he exercised the reins of office as Adjutant-General in the War Office. A friend went in to see him, and the General explained to him that he had just got rid of an infernal bore by stratagem. He had arranged with his messenger that when he rang his bell in a peculiar way, the messenger should come in and say, "Please, sir, His Royal Highness would like to see you." His Royal Highness was then Commander-in-Chief. The friend remained talking with Buller for some time, when suddenly the door opened and the messenger exclaimed, "Please, sir, His Royal Highness would like to speak to you!" The friend took the hint, picked up his hat and stick, and left.

THE ALL-IRELAND ARMY RIFLE MEETING.

[FIRST NOTICE.]

ALL present, especially, no doubt, the winning teams, seem agreed that the All-Ireland Army Rifle Meeting of 1902 was a distinct success, the weather having on the whole been fine, while such rain as did fall did not interfere greatly with the arrangements. The latter were excellent, and the individual entries, which amounted to about 4,000, showed an increase of 300 on those of 1901. A marked feature, to which the Duke of Connaught, who was present at the distribution of prizes by the Duchess, made special allusion, was the fact that the officers' entries had nearly doubled—a most satisfactory and encouraging detail. For everyone knows that good shooting officers go far to make good shooting regiments; and nowadays, when officers may have to carry carbines instead of swords into action, it is obviously desirable that they should be fairly proficient in their use.

Our pictures represent two of the principal contests at the All-Ireland Army Rifle Meeting, namely, those for the Curragh Challenge Cup and for the Lord Roberts Challenge Cup for young soldiers. The former is a 100-guinea cup, with which is associated a cup presented by Major-General Sir G. Morton, K.C.I.E., C.B., Commanding the 7th Division, and a sum of £9. The firing was at 200-yds., 500-yds., and 600-yds., seven rounds and one sighting shot at each distance. The contest was for teams of eight of any composition from units of the Regular Forces quartered in Ireland, under a team captain who did not fire. The 2nd King's (Liverpool Regiment) won the cups with 638 points, the 3rd Worcesters coming second with 624.

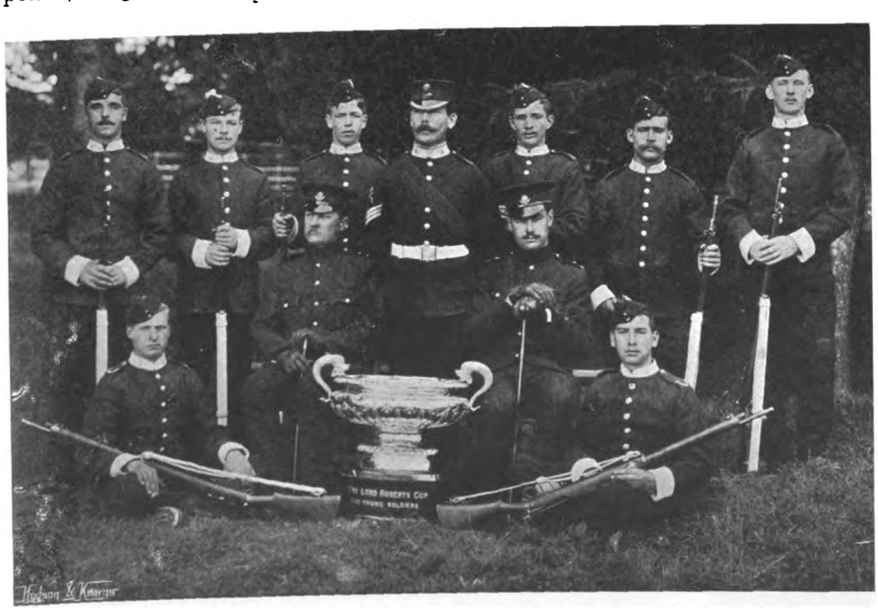
TEAM OF THE 2ND KING'S.

Winners of the Curragh Challenge Cup and General Morton's Cup.

The 3rd Worcesters scored very heavily throughout the meeting, and evidently intend to be in the front rank of Line battalions in which musketry is rated at its proper worth. The value of the Lord Roberts Challenge Cup for young soldiers is, like the Curragh Challenge Cup, 100 guineas, and the conditions of the two contests are also identical as regards shots and distances. Another important trophy carried off by the 3rd Worcesters was the Duke of Connaught's Cup, which was fired for by teams of six from Regular corps quartered in Ireland, the 13th Provisional Battalion coming second, and the 4th Northumberland Fusiliers third. The latter corps sent a team of young soldiers which took second place in the "Lord Roberts" contest, and two of their officers were first and second in the Officers' Revolver Competition.

Among incidental competitions one of the most interesting was that for the cup presented by Messrs. J. H. Steward, the well-known opticians, whose name is "familiar as a household word" at Bisley, and, indeed, at most other great meetings. This was a mounted corps contest, and was won in capital style by the Reserve Squadron of the 21st Empress of India's Own Lancers. Another briskly-contested event was the Ladies' Competition, in which rook rifles were used against the Bisley 20-yds. revolver target at 50-yds. and 100-yds. The gold bangle given as a prize fell to Mrs. Irwin, who scored 80 points, and was closely followed by Miss Marshall and Miss Topham, with 78 and 76 respectively.

We shall hope to make further allusion to this interesting and popular meeting, the success of which is so notably enhanced by the presence and kindly encouragement of the Duke of Connaught.



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"FOR YOUNG SOLDIERS."

The Lord Roberts Cup and the winning team (3rd Worcesters).

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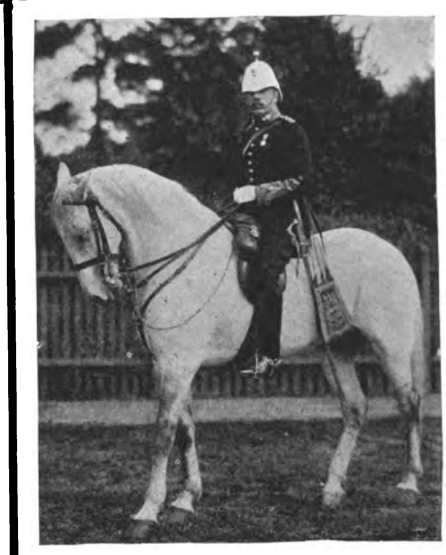
NEW SOUTH WALES CAVALRY.

BRITAIN BEYOND THE SEAS.

A Weekly Study of Colonial Naval and Military Interests.



VICTORIAN FIELD ARTILLERY.

By IMPERIALIST.

FROM the mixed historical and social points of view there is, perhaps, no more generally interesting sequel to the Colonial Conference than Sir Wilfrid Laurier's visit to France. The presence of the Premier of Canada at the Coronation was in itself an event not merely noteworthy, but of substantial importance and far-reaching consequences. The absolute dignity and good taste with which Sir Wilfrid carried out his representation of the Dominion at the most striking Imperial function that has been held in the history of Great and Greater Britain were highly impressive, and assisted to convey some very serious lessons. His intellectual style of oratory compared favourably even with the shrewd eloquence of Sir Edmund Barton, and still more favourably with the flamboyant rhetoric of Mr. Seddon. When in due course the Colonial Conference was convened the Canadian Premier's ascendancy—for that is what it amounted to—continued, and it is abundantly clear to those who have studied the subject that the attitude of the Dominion throughout the proceedings was singularly correct and businesslike. It was also largely non-committal, and, while one feels that the special arrangements which Canada is understood to have in contemplation with a view to subsidising the Imperial Navy are quite satisfactory, it does not appear that they are in any way so definite either as the promises made by the Premiers of other Colonies, or as the concessions which Canada was able to secure in the matter of a preferential tariff.

All this is very significant, and is likely to enhance not only the respect in which Sir Wilfrid Laurier is personally held in England, but our appreciation of the solid strength and influence of the great Dominion of which he is the singularly able representative. A few weeks back we endeavoured in these notes to put into words a strong conviction that this country was already beginning dimly to comprehend the magnitude of Canada as a factor both of Imperial and of universal politics. But this, and Sir Wilfrid Laurier's relation to it, are matters quite apart from, and in some respects less interesting than, the visit to France, to which allusion is made above, and which was productive of at least one utterance of extraordinary historical value.

The circumstances of this visit are curious to a degree. The French-Canadians themselves are the result of one of the most remarkable compromises in the history of the world. They are the survival, the vigorous and prosperous survival, of a conflict which in its earliest stages involved some pretty extensive blood-letting, and of which, at a more recent date, there has been occasional risk of recrudescence in another form. The more bitter memories, from the French standpoint, of the English capture of Quebec have been largely merged in happier and more peaceful developments, but it would be idle to suggest that racial sentiments have not been from time to time demonstrated in the later history of Canada in a fashion calculated to arouse uneasiness among thoughtful Imperialists. In its day the robust patriotism of the late Sir John Macdonald was of timely value in counteracting, if not in suppressing, tendencies which might have led to very serious consequences. The talk of union between Canada and the United States grew largely out of the elementary fact that the purely British population of the Dominion could only claim a very doubtful ascendancy. Whether time alone could have welded such very different races as are concerned into a harmonious whole is a matter for mere speculation, but that time, assisted by astonishing prosperity, and by the sagacity and admirable temper of native statesmen, has well-nigh accomplished this great marvel is a matter of fact. To-day the French-Canadian element has practically ceased to be an element of danger; it has been tried in the furnace of Imperial trouble and has not been found wanting; it has nobly sustained the newer Imperial tradition in the highest places of State; and now a French-Canadian Premier has gone to France to tell the French that he and his fellow-countrymen, while not forgetting their French origin, are mindful of the obligation which time and circumstance have imposed upon them, and to the world at large wish to pose as British citizens alone.

Speaking at Lille, Sir Wilfrid Laurier, after a happy allusion to the chivalrous sentiment which ought to be inspired by the descent of the French-Canadians from such a chivalrous nation as France, and after drawing a fine distinction, which will appeal to the thoughtful student, between the "loyalisme" of the eighteenth century and the French-Canadian "loyauté" of to-day, made use of some very noble and inspiring words. "Although British subjects," he said, "we have a veneration for France, and under the ægis of the traditions of England we emphatically express it. That sentiment honours France which has inspired it, Canada which has preserved it, and England which has respected it." That is a very great utterance, and one which deserves to have a page to itself in the recorded annals of the British Empire. For it marks an epoch in the history of a great growth to which the terms "colony" and "dependency" are ceasing to be satisfactorily applicable. Federal Australia may seem to some to have been a more surprising development of the British faculty of social and political expansion; India, undoubtedly, is a finer instance of the Englishman's power of dominating native races; South Africa has had a more tempestuous history, leading up to perhaps equal possibilities in the way of prosperous independence. But Canada is beginning to stand four-square to all the winds that blow on a basis of greatness and of national character which is altogether her own, and this fact is admirably and conclusively demonstrated by the impressive independence of Sir Wilfrid Laurier's attitude during his recent visit to the land of his forefathers.

One is truly sorry to strike even the semblance of a jarring note in such a harmonious connection, but there was one paragraph in the Canadian Premier's speech at Lille which may eventually lead to some Imperial misconception. We allude to his invitation to young Frenchmen to come to Canada and settle there, an invitation which was accompanied by an offer of free and fertile lands. It goes without saying that Canada has the clear right to make any such offer, and there would be foolish bigotry in the notion that the immense uncultivated lands of the Dominion would not profit by the settlement on them of large numbers of the thrifty and industrious peasants of the Department of the Nord. But Sir Wilfrid Laurier must pardon frank Imperialists if they do not quite see eye to eye with him in a matter like this, which touches Imperial susceptibilities so closely. We recognise with grateful admiration all he has done in the direction of reconciling French-Canadian and British interests in the Dominion, but there seems no valid reason why he should now strike out a new line in the direction of—not to put a fine point on it—encouraging French immigration into a country which he himself has bound more closely by Imperial ties to Great Britain. The probable actual results of his invitation are not in any way important. Large families may not be rare in the Department of the Nord, but all over

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France the problem is not to find an outlet for surplus population, but to ensure the increase of population at a healthy rate. However pleased a French-Canadian Premier might be to welcome the right kind of French young man as a settler on Canadian soil, we may take it for granted that the French Government will not encourage any such revival of the old-time relations between France and "Acadie."

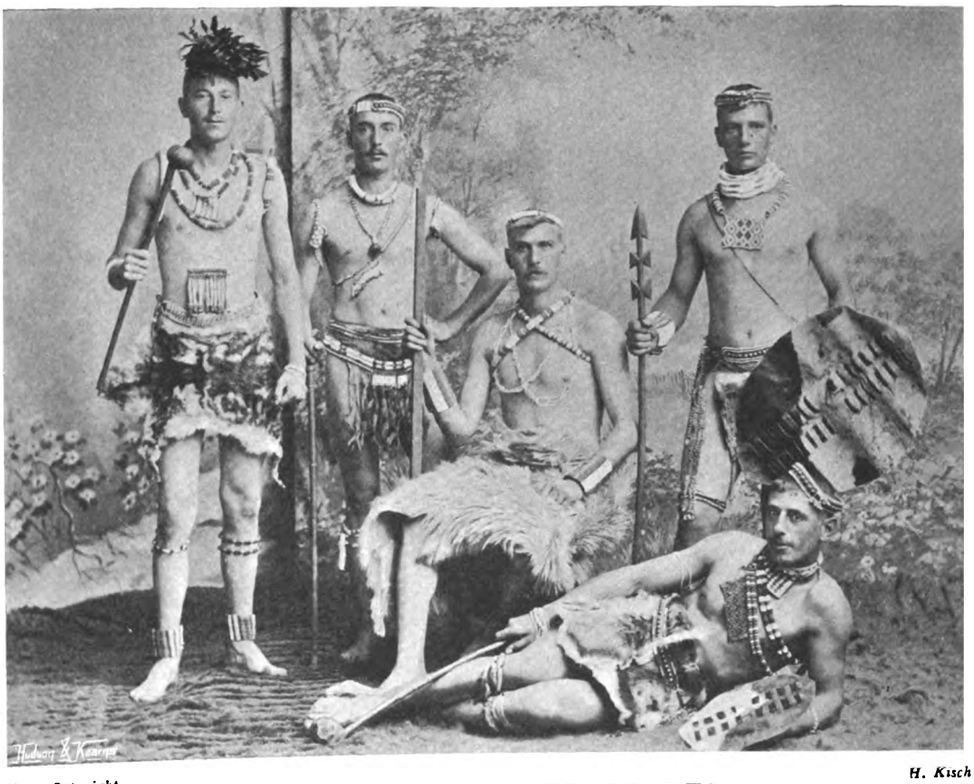
But the principle underlying Sir Wilfrid Laurier's proposition is one to which exception may logically be taken. It is in the first place a little anomalous that the Premier of the Dominion, after taking part in a great Imperial Conference, one of the main objects of which was to secure for Canada, in common with other great self-governing Colonies, a preferential tariff, should proceed to invite foreigners into his country, and to promise them equal privileges with the most favoured of British immigrants. That is a point, however, into which the readers of this journal will not expect us to enter at all closely. The real argument is, whether the accident of a French-Canadian statesman's tenure of the Canadian Premiership entitles him to make offers which, if made by a Premier of pure British descent, might be subjected to adverse criticism. We have incidentally to consider whether an offer made in such circumstances by a French-Canadian statesman at the helm of affairs in a great British Dominion is not liable to be misconstrued by a nation so vividly imaginative, so agile in arriving at fantastic conclusions, as the French. One can fancy not a few Frenchmen saying to themselves that "se cher Laurier" was a true diplomat in his assertion of British citizenship, but that the real sentiment of the French-Canadian population was embodied in the invitation to come to Canada and acquire tracts of British territory for nothing. Of course, in reality such acquisition would have to be trammelled by British citizenship, but a detail of that sort is not likely to be seriously regarded by the superficial French commentator.

We have dealt at some length with this incident not, as we have tried to indicate, because we regard it as one of substantial importance, but because it affords a very remarkable instance of those complexities which render Imperialism at times a difficult study. While it is evidence of splendid progress that a race of French descent should be so willing to acknowledge British citizenship as Sir Wilfrid Laurier has shown the French-Canadians to be, we cannot accept it as a sound Imperial doctrine that direct encouragement should be given to further French settlement upon purely British soil.

"WHITE BRAVES."

ACTIVE SERVICE VOLUNTEERS IN MASQUERADE.

THE very interesting illustration which we are able to give to-day of some of the Lancashire Volunteers in "fancy dress," is perhaps unique of its kind. White men often dress up in various make-believe costumes and pretend to be savages, but it is very rarely that these "mummers" are able to secure the real savage costume to wear. The Lancashire Volunteers have improved their stay in Natal by securing some very complete and valuable Zulu war paint, even to the Chief's cat-skin apron, which will be seen in the picture on the centre figure, and a quaint dress it is, but not unbecoming to the black man, though it can safely be said to ill suit the white, whose muscles do not seem to be sufficiently developed to bear the exposure entailed by the costume of the Aborigines. The real dress of the Kaffir and Zulu is now becoming difficult to obtain, as it has passed out of every-day use, the trousers, coat, and hat of the white man having penetrated even to the furthest backwoods. But it is still kept up, like the kilt, for State occasions, and at all big Kaffir "beer-fights" and weddings the nodding plume and the indecent kirtle are still to be found in evidence. But the native is more chary of parting with his "dress suit" than formerly, and where in the old days a few shillings would purchase the whole outfit, now, as a result of the war, you may have to pay as much as you would pay to a West End tailor for a suit of clothes.



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A GROUP OF KAFFIR BRAVES.

The Volunteer Company South Lancashire Regiment's Trophies.

The Volunteer Company of the South Lancashire Regiment (1st Battalion), which is the possessor of these savage trophies, has seen considerable service in South Africa, and is one of those Volunteer Companies which have been especially noticed for the good work they have done. It joined its regiment, an integral part of the now historic Lancashire Brigade, after the relief of Ladysmith, and took part in Sir Redvers Buller's operations into the Drakensberg, being in a forward position at the forcing of Botha's Pass.

After the junction of the two main armies in the Transvaal, the Volunteer Company of the Lancashire Regiment was for the most part relegated to lines of communication duties—arduous, no doubt, but necessary, and the men worked their way down to the south until they found themselves in charge of Boer prisoners in the Tin Camp in Ladysmith—the historic Tin Camp, which was the home of the King's Royal Rifles during the siege, now nearly three years past. The country has hardly appreciated the work done by the Volunteer Companies. There is not a commanding officer that has not the very highest praise for the loyal and soldier-like conduct of these men on service, and there is no doubt that, given the right proportion in a regiment, the Volunteer is soon made as useful as his Regular companion in arms. Although, perhaps, they have not been so fully appreciated as they ought to have been by their fellow-countrymen, there is no question that those who went to the war as members of these companies are respectfully regarded by their fellow-Volunteers, and should exercise a very good influence upon them in the matter of stimulating their ambition for increased fighting efficiency. Everywhere the returned companies have been most heartily welcomed by their comrades, and we can imagine that the South Lancashires depicted above will be in very special request as a picturesque adjunct to various corps' entertainments.

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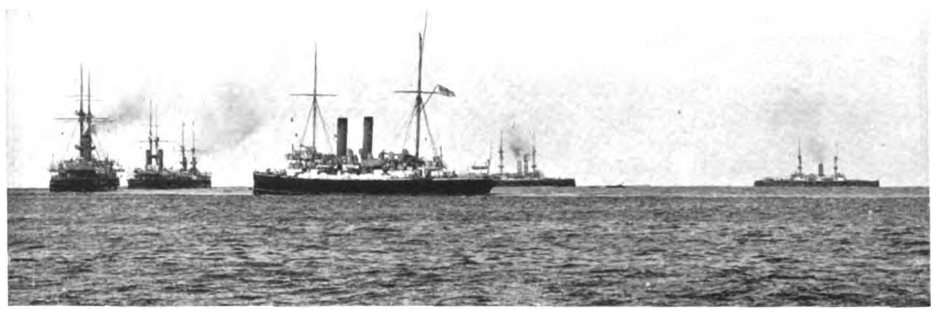

TACTICAL EXERCISES IN THE MEDITERRANEAN.

THE NAVIES AND ARMIES OF THE WORLD.

A Weekly Causerie by David Hannay.

IF the Byzantine terms are not easily understood, what is to be said of the Greek fire? One thing we can affirm with confidence, and it is that this invention, or set of inventions, had a history which is unique, if scholars who have written about it are to be trusted. Mr. Bury, for example, declares in unequivocal terms that the Byzantines knew how to make, and used, gunpowder. He tells us in a note to Gibbon that a recipe for making it is to be found in a treatise by one Marcus Græcus, who lived in the ninth century. Mark the Greek no longer exists in the original. He is preserved only in a Latin translation called "The Book of Fires for Burning the Enemy." The authority is Herr Höfer's "History of Chemistry." Now, I shall not commit the impertinence of disputing the accuracy of Mr. Bury, of Herr Höfer, of the anonymous (I suppose he was anonymous) Latin translator, or of the misty Marcus Græcus. Only one would like to be sure of the date of the Latin translation. The translator answers for Marcus, but who answers for the translator? Not having verified Herr Höfer, I say nothing as to the date of the Latin version. But my experience of the way in which quotations are made leaves me in no small doubt. Suppose that the Latin *ignes ad comburendos hostes* is of the thirteenth century, when gunpowder was known, what guarantee can we have that the author did not invent Marcus Græcus to give himself an air of antiquity? It was a common literary trick, and as easy as lying. In that case, all the evidence for the knowledge of gunpowder by the Byzantines in the ninth century falls to the ground.

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On the supposition that Marcus is genuine, we are presented with a tolerably severe demand on our credulity. We have to believe that a thousand years ago the Byzantines possessed an admirable means for making breaches in fortified towns, but they never used it for that purpose as far as is known. Gunpowder, too, can be employed for blasting quarries, but the Byzantines do not appear to have made this use of it. They employed it only to drive some sort of inflammable matter through their "siphons." This is possible, considering human stupidity, but it still leaves us in face of a dark mystery. In the first place, the employment of gunpowder implies that the siphons were genuine cannon. They may have been like the Swedish guns of Gustavus Adolphus, light pieces made of bars of metal and leather served round with rope. They could only be used a few times, and were meant to be carried about by the infantry battalions. But if so, they were, so to speak, contrary to nature. The Swedish guns were a special invention attributed to a Scotch officer in the service of Gustavus, and especially designed to be carried about by the infantry. The regular cannon of the time were cast and were heavy. The Byzantines could cast bells and work metal well. The natural thing would have been that, since they wanted these siphons to stand the strain of exploding gunpowder, they should have cast them in metal. If such weapons had existed they would surely have been heard of, and some specimens would have survived. Numbers of the earthenware hand-grenades, used for throwing Greek fire, are in existence. How can we believe that the less fragile tubes of cast metal have disappeared so entirely, that no single one has been found buried in the earth, or fished up from the sea?

But the difficulty does not end there. The question remains what it was that was fired through the siphons? Mr. Bury says that the Byzantines would have revolutionised war if they had only made one little step forward and had taken to firing balls of lead through their siphons. Well, certainly; but then the supposition that they possessed the essentials of cannon, the tube capable of standing the strain of an explosive, and gunpowder, and that they never thought of driving lead or even stones at the enemy, is a thing imagination boggles at. They were acquainted with slings, they made catapults to hurl masses of rock, they had bows and arrows. Their courage and honesty were of the meanest description, but they had mechanical ingenuity. One really cannot believe that, having cannon and gunpowder, and also having catapults, they never once thought of making the cannon serve as a catapult. For my part, I would as soon believe that old women put pins into the stomachs of children in the next parish by witchcraft as accept such a proposition. There is plenty of sworn evidence that they did, and not only so, but innumerable confessions of witches, yet who believes in witchcraft, or, at any rate, how many will honestly say that they do?

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Still, the Byzantines did hurl inflammable matter on their enemies, and their Fleet was elaborately organised for the use of this means of destruction. What was it then? I should say that nobody knows for certain, but that we can make out in a general way. The employment of burning stuff to set an enemy on fire is far older than the Byzantine Navy, and went on when its flourishing time was over. I have seen a copy of an illustrated Arab manuscript of the thirteenth century in which a catapult is being used to throw a barrel out of which flames are streaming. The Byzantines no doubt used this method with more mechanical dexterity than most of their contemporaries, but there is nothing mysterious about that, and it was not the "Greek fire" in the proper sense. The "Greek fire," or "sea fire" as it was called by themselves, must have been naphtha which was poured on the opponent at close quarters. That it would burn on the surface of the water is no doubt true, and so will pork fat. That they soaked tow or some other material in it, and threw the mass out of catapults, and that it was rather worse than other things of the same general nature, is highly probable. But in this again there was nothing peculiar to them, unless it was their greater skill in the construction of the machines.

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What was original in them was the use of a liquid pumped on the enemy at close quarters. That it was a case of pumping is, I think, clear, and also that "the fire" was liquid. If so, it simply cannot have been hurled by means of an explosive, for it would have blazed up at once, to the utter destruction of the siphon, the castron, and the siphonator. Besides, there is nothing to show that the Emperor Leo contemplated the possibility of damaging an enemy at a distance. He gives useful directions for obtaining tactical advantages, but he plainly took it for granted that the actual damage would be done at close quarters. In one passage he advises the use of judicious economy in the employment of hand-grenades, because, says he, the artful barbarians hold their shields over their heads and throw the pots off. Then

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when they see that the Greeks have exhausted their supply, they come to close quarters, and board. Now whenever the barbarians—Arab, Turk, or Russian—came to hand-grips with the Greeks, and began stabbing with their brutal swords and spears, the rest of the action commonly consisted of the slaughter and capture of His Imperial Majesty's subjects. Leo plainly never contemplated that they could be destroyed at a distance of, say, two hundred and fifty yards. The "purthalassion," or sea fire, was manifestly poured on the opponent from the great siphons, or from little ones called hand-siphons. What it exactly was nobody, to my knowledge, has explained, but we shall not run the risk of going far wrong if we suppose that it came from Batoum, and was, in fact, very inflammable petroleum, perhaps chemically treated so as to ignite with motion and exposure to the air. If it was only this, we can understand how it fell out of use. The part of Asia from which the raw material was drawn fell under the power of the Turks, and was shut to European commerce. The development of gunpowder supplied the West with a far more effectual instrument of destruction, and the Greek fire sank into an historical reminiscence and a curiosity which could serve only to puzzle scholars.

EXPEDITION AGAINST THE DINKAS.

BARELY four years have elapsed since Lord Kitchener, having smashed the Mahdist tyranny at Khartoum, made a swift journey southward in order to point out to Major Marchand at Fashoda that the latter was occupying Egyptian territory and to request his early withdrawal. A brief interval elapsed, during which some very dramatic possibilities were gradually averted by diplomatic processes, and eventually Major Marchand withdrew, making his way to Abyssinia in the first instance up the Sobat River. Of the tribes in this region not a great deal was then known, and even to-day the country does not possess any very absorbing interest for the average reader. But the Bahr-el-Ghazal, as the tract to the south of Fashoda is called, is a province of considerable potential importance, and, now that the sudd-cutting operations on the White Nile have proved so successful, may have a distinct commercial future before it.

REMINISCENT OF FASHODA.

Dinkas and their houses on the Sobat River.

Along the Sobat River live the Dinkas, among whom a convoy was recently moving when it was treacherously attacked, and Lieutenant Scott-Barbour murdered. Of course such an outrage could not be allowed to go unpunished, and in due course an expedition was sent from Khartoum into the Bahr-el-Ghazal Province with a view to making the Agar Dinkas, who were the clan implicated in the murder referred to, "sit up." The expedition was in charge of British officers, and consisted of a detachment of the 10th Soudanese Battalion, and a couple of Maxims from the Egyptian Artillery. The expedition soon made its way to the heart of the Dinka country, and, having formed a standing camp on the Uam River, commenced active operations. The latter lasted a month, and in that interval it may be taken for granted that the Dinkas bitterly regretted the treacherous attack of which they had been guilty.

As a matter of fact the Dinkas are not in the least warlike, and made no sort of organised resistance to the punitive expedition. Their attack on the convoy had been a most cowardly one, and they took their whipping "lying down" like the curs they are. Had the operations been those of ordinary warfare probably little else than a *promenade militaire* would have been effected, but an example had to be made, and those who know anything of Soudanese troops may be pretty certain that the punitive process was carried out with truly exemplary thoroughness.

The plan adopted was to despatch various small parties from the standing camp on the Uam River to the villages within an area of twenty miles, and to bring in as many cattle, sheep, and goats as could conveniently be "lifted." Wherever any traces of property belonging to the convoy were found the villages were promptly burnt.

Such methods may not be considered as conspicuously humane, but it has long been regarded as absolutely necessary to teach tribes like the Dinkas who indulge in murderous and unprovoked outrages the severest sort of lesson. Any undue leniency is altogether out of the question unless the country is to be left permanently outside the pale of civilisation and even exploration, a future which is not likely to remain in store much longer for any habitable tract on the world's surface. In the case of unwarlike cowards like the Dinkas, the punishment they have just received is likely to prove quite sufficient, and may ultimately prove a blessing in disguise, as it may expedite the opening up of their country to a condition of prosperity and civilisation it has never before enjoyed.

So far, the Bahr-el-Ghazal has seen little else than strange and sometimes lurid vicissitudes. Before the Egyptian Soudan fell into the hands of the Mahdi, the Equatorial Provinces, among which the Bahr-el-Ghazal was reckoned, were the home of the slave trade which Baker and Gordon made such heroic and partially successful efforts to suppress. In one year, March, 1878, to 1879, Gordon, assisted by the gallant Italian, Gessi, who was Governor of the Bahr-el-Ghazal, captured no fewer than sixty-three caravans of slaves, from which it may safely be argued that in those days the Dinkas led a very harassed and unprofitable existence. Then came Mahdism, during the course of which the former oppression of the slave-dealers was intensified by the ghastly tyranny which had its centre at Omdurman. Kitchener's great victory paved the way to another and much happier era, but there was a great deal to be done before any marked beneficent results could be extended to the remote Bahr-el-Ghazal, and in the interval of waiting the Dinkas have courted chastisement by misbehaviour, and have duly received it. It is to be hoped that they will profit by an example which, severe as it was, is probably child's play compared to the sufferings they endured at the hands of the Baggara, both before and after the latter acquired their evil supremacy.

Incidentally the expedition here described and illustrated is a satisfactory demonstration of the completeness with which, thanks to British assistance, Egypt has recovered her grip even upon her former most remote provinces. The ease with which a mere detachment of native troops penetrated into the Dinka country and accomplished its object will probably be appreciated far and wide in the Soudan as evidence of the return of Egyptian authority and the futility of disregarding it.

"Navy & Army."

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A GROUP OF DINKA SHEIKHS.

Recently punished for a murderous outrage.

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THE DOGRAS.

GULAB SINGH must have been a "smart man," as our American cousins say. He began life as a trooper of Runjeet Singh's. The "Lion of the Punjab" rewarded his services, after he had risen to high rank, with the Principality of Jummoo. The astute Gulab was a Dogra Rajput, and worked his principality to such a profitable extent that he is reported to have discovered £800,000 lying unaccounted for in the forts of his new territory. To make up the round million, we can imagine, judging from methods of recent years, that he had no difficulty in "squeezing" the required £200,000 from his new subjects. While doing this he was, without any undue fuss, extending his territory towards Ladakh and Kashmir, and, when all was ready, he quietly bought the right of sovereignty of these dominions for £1,000,000 from the English. This was in 1846, and was probably the worst bargain that the Honourable Company ever made. It, however, founded a lasting Dogra dynasty in Kashmir, where the Dogras are now rulers.

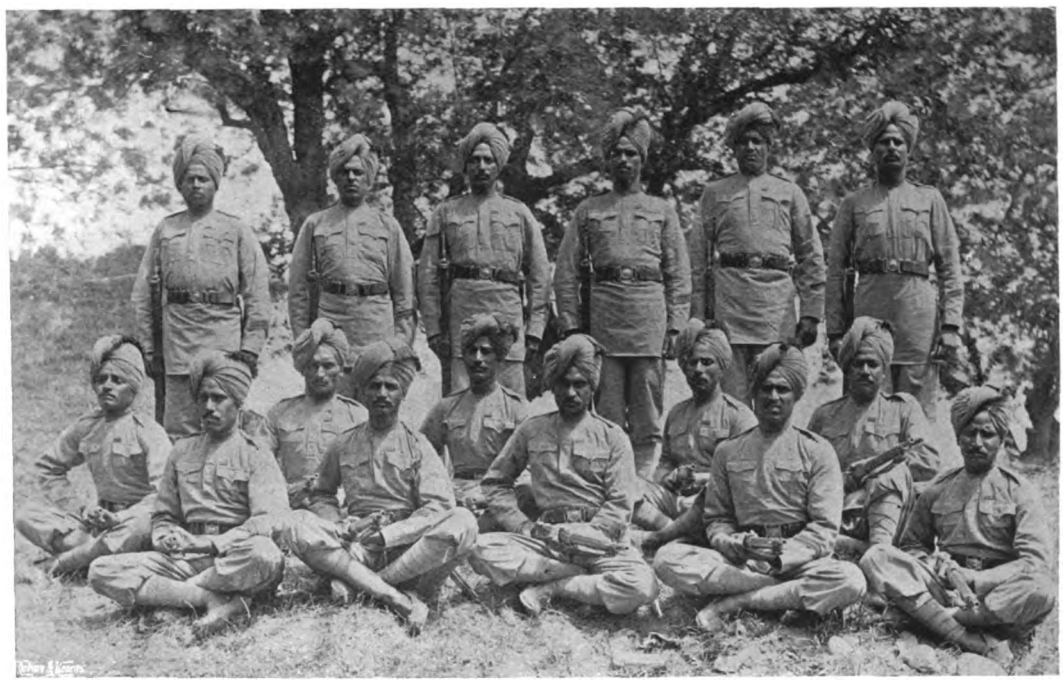
There are, of course, many Dogras outside Kashmir, and most of the enlistments in our Army are from those outside the dominions of the Kashmir Maharaja. They are fine soldiers, and, except for a somewhat bigoted religious enthusiasm, they possess nearly every quality which is desired in a soldier, as strength, fortitude, obedience, and bravery, as well as intelligence. They make particularly intelligent gunners, readily mastering the details necessary to those working with modern mountain guns.

Owing to their prejudices it has been found in our Service beneficial to keep them in "class companies" where a regiment is not, like the 38th, exclusively Dogra. Their power of influencing Hindoos of classes (it would be incorrect to say "castes") slightly below them has worked prejudicially, but when they are kept apart they leave little to be desired in all parts of a soldier's duty.

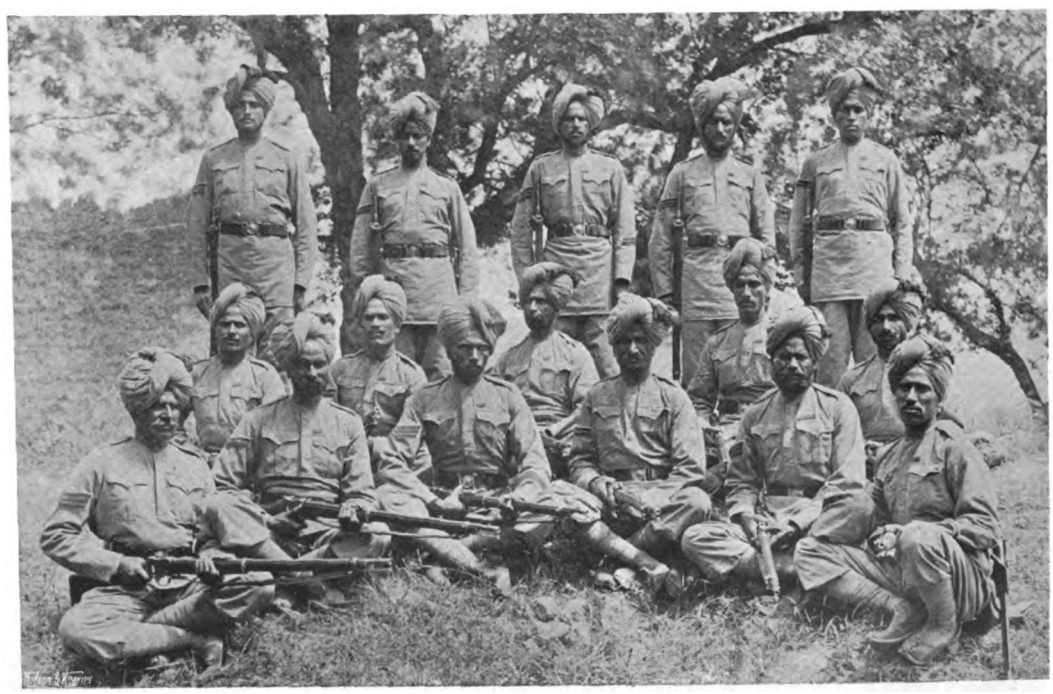
The Dogras dwell chiefly in the hill country between the Sutlej and the Chenab, and are thickest in the Kangra Valley. Four castes enlist in our Service—Brahmans, Rajputs, Rathis, and Giraths. The lowland Giraths and the highland Rathis are agriculturists. Both of these classes are good, but the mountain training of the Rathis makes them probably more fitted for frontier warfare than their brothers of the plains, also good men, are.

The 38th Dogras are a class regiment, and are linked with the 37th. Both were formed in 1858. The 37th was, however, disbanded in 1882, but reformed in 1887. They are now commanded by Lieutenant-Colonel F. G. Vivian, and are stationed at Ferozepore, the regimental centre being at Sialkote. Like all hill men they are fond of pipe music, and their pipers make a brave show, as well as a braw noise.

MAKERS OF MUSIC.



TYPES OF DOGRA SEPOY.



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NON-COMMISSIONED OFFICERS, 38TH DOGRAS.

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A FLEET REGATTA.

By A Naval Officer.

A FLEET regatta, held on a fine day, in a capacious, well-protected harbour, is one of the most enjoyable fêtes imaginable. For a long time regattas have been a yearly event on each station, the annual assemblage of ships for evolutionary purposes being taken advantage of to hold them. The officers provide the prizes and form a committee; they furnish judges, starters, and timekeepers, and divide the races into two parts—pulling and sailing. It remains but to obtain the permission of the admiral, and to settle the locality and date.

Let us imagine ourselves in the North America and West Indies Squadron, which has gathered early in January at Antigua, for the "winter" cruise.

The committee decide to hold the sailing regatta at Barbadoes and the pulling at Trinidad; the former is well suited, as it lies in the heart of the trade wind, which blows with remittent force all the year, but is fresher during the winter months. Owing to the absence of mountains in the islands, sudden squalls need not be feared.

Behold us, then, at Barbadoes! The eventful day has arrived, and a course of four miles has been marked out by flag-boats. Three times round this is the "long course"; twice, the "short course." There are to be six races, all boats competing in the class to which they belong. Thus, skiffs and dinghies—the smallest boats of the squadron—sail over the short course, whilst gigs and whalers, cutters, pinnaces, and launches—the last the largest boats and measuring in length from 38-ft. to 42-ft.—compete over the long course. They are generally started in the order named, at intervals sufficiently long enough to allow the preceding class to get well away.

It is a lovely day, a strong breeze—which, as usual, freshens with the rising sun—is blowing, and underneath the awnings it is delightfully cool. Everywhere shore boats of all sorts and sizes, their bright-hued flags fluttering gaily in the breeze, are moving about, filled with spectators, and lending animation to the scene. Steam-boats are coming off, crowded with guests, the smart dresses of the ladies indicating that they intend to do honour to the occasion. It is nearly lunch-time, and the ships keep open house to-day. Beyond mere routine, "Jack" and "Joe" have no work to do.

"Bang! bang!" goes an unexpected gun from the flag-ship, giving rise to a chorus of faint screams from a bevy of passing fair ones, and a dozen or more of gigs and whalers, in a scurrying covey, cross the line before the wind, followed, after a few minutes' interval, by the cutters; then off go the pinnaces, and finally, at the last report, several large launches swoop majestically between the starting-boats, and present a grand appearance as, with every sail set, they bear down upon the distant mark, between which and themselves the numerous boats already started are flying along. They look like some beautiful marine animals in pursuit of prey, and you feel yourself excitedly speculating as to the fate of the pursued when captured, but they are overhauled and passed by with contemptuous indifference, and you grow calm again. And now the boats are successively rounding the mark and working back; very soon all the intervening area is dotted with sails on different tacks, travelling at their best speed.

A SPANKING BREEZE.
A Smart Cutter.

"Why don't they sail straight back, instead of zig-zagging about like that?" asks a fair damsel of a lieutenant on board the flag-ship. "Well," he replies, "I suppose they feel rather dazzled by so many bright eyes, and hardly know what they are about. Now the other way it is different, as their backs are turned, and so they can go straight." The girl seems content with the answer, and with the lieutenant too, for she monopolises him for the rest of the day.

Later on the band strikes up a waltz, and they may be seen floating round the quarter-deck to its melody, an example followed by many others, for the Naval officer is as ready to dance as the maiden is to be asked. Given a clear quarter-deck, a cool awning overhead, some French chalk underfoot, and an extempore ballroom is readily improvised on board a war-ship, an advantage which is utilised on every available opportunity.

The boats are now so mingled that only the keen professional eye knows one from another, but as each carries a distinguishing flag, the programme enables the curious to identify any one of them, and over apparent chaos reigns perfect supervision. Every boat is carefully and jealously watched.

"The gig of the 'Peerless' has capsized, sir," calls out the yeoman of signals to the officer of the watch. "Signal all steam-boats render assistance," he replies, and promptly despatches that of the flag-ship; but two of the nearest competitors have already gone to offer assistance, and the steam-boat arrives to find that no casualties have occurred, and tows back the water-logged craft

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MANY RIGS AND MANY RATINGS.
Practising for a regatta in Home waters.

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The boats which render such timely assistance are in no way sufferers by it, as by the rules it is provided for, and they have the option of sailing the winning boat, should the committee be of opinion that they stood a chance of taking a prize.

The majority of the boats are now finally coming in, and the arrival of a prize-winner is duly notified by a blank charge accompanied by jubilant hand-clapping from the ship to which she belongs, as well as a certain amount of appreciative and impartial applause from the rest of the squadron; but cheering is strictly forbidden in the Service, unless ordered by signal.

Look at that pinnace belonging to the "Fervid" as she nears the goal. How skilfully the young midshipman is handling her! Every sail is rap full, and drawing its utmost, with such effect that his rival, close astern, cannot for the life of him lessen the short distance between them. Not a sign of the boat's crew can be seen, so hidden below the gunwale are they, and the middy's head—as ever and anon he glances over his shoulder at his pursuer—is the only visible sign of life in the boat. A stronger puff than usual strikes her, and she careens over, showing the men's exulting faces. Mark how the water foams under her bows, her wake seething with myriads of frothing bubbles. "Crack!" and with a report like a busting tyre the fore sheet parts and flogs the air; for a brief moment the boat "springs her luff," every sail lifting and shaking. The dreaded rival gains visibly, and apprehensive groans burst from the "Fervids," but in a trice the sheet is knotted and hauled aft again; once more she fills, and, darting forward, amidst intense excitement, sails in an exultant winner.

"I didn't think young Flytie had got it in him," soliloquises the first lieutenant, and he promptly invites the boy to dine with him, which pleases the youngster mightily.

All the events have been decided after tough struggles, to be fought over again in wordy but friendly contest, and the day has drawn to a close.

A tropical twilight is a short one, and darkness soon sets in, but the new moon, following close in the wake of the more brilliant luminary, assisted by the glittering stars, affords a soft, delicious light, which sheds a seductive glamour on the boatloads of homeward-bound visitors. Lulled by its soothing and nameless influence, a hush falls upon the travellers, who blissfully enjoy this voyage over a peaceful sea, now sunk to rest in the embrace of a gentle breeze, welcome successor to the more boisterous wind of the daytime.

It is an exquisite hour for poetry and sentiment, as doubtless the damsel and lieutenant feel, for they turn toward each other, and beneath the friendly shelter of a waterproof join hands with tender clasp. Nearer and nearer they press, and, apparently oblivious of neighbours, he seems about to pour impassioned words into that dainty little ear held in such dangerous proximity to his mouth, when a blinding stream of light from a ship's searchlight is suddenly deflected into the boat, and the whole party, assuming rigid attitudes, break into animated conversation. The next moment they sweep into the Carénage and alongside the steps, to be greeted by vociferous shouts from the Negro boys of "Hi yah! Man-o'-wah's boat!"

And thus the sailing regatta comes to a close, and disconsolately the damsel goes home, and the next day plaintively informs her best friend that "If it had not been for that horrid electric light, she was sure 'he' would have said something."

As for the lieutenant, he caps the relation of the incident to *his* friend with "And, by Jove, old man, you were only just in the very nick of time with the searchlight!"

The next day the Admiral's Cup, the blue ribbon of the regatta, is to be sailed for. It is for any "rig," and leads to considerable diversity, as may be imagined. Here one sees a cutter with three masts, there a galley (or captain's gig) with one, and there again a launch, yawl rigged. The boats are out and about some time before the race, standing "off and on" each in readiness to cross the line as soon as the gun for its own particular class is fired, for the boats are carefully handicapped. The skilful and wary boat-sailer, who has set his watch by the flag-ship, so as to be in readiness at the exact moment, may be seen "jockeying" his boat in close proximity to the starter, so as to cross the line the moment the gun fires, which he does almost at the flash, spreading at

COMING ALONGSIDE.

Shortening sail and lowering the mast.

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SHOREWARD-BOUND SEAMEN.

Relaxation after the regatta.

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the same time a pile of canvas, the like of which has never been seen in the boat before, and is well away before his less subtle antagonists have made a start, thereby proving himself a man of readiness and resource.

After a fine display of some capital racing, the winner proceeds to the flag-ship to receive the coveted cup. Here he comes in for the plaudits of the spectators, which, no doubt, are particularly grateful to him, especially those which emanate from his own ship, where, you may be sure, the cup will be properly christened on his return.

After this, every morning and evening, the pulling boats' crews may be seen going through their final training. Some which have been practising for months are looking forward to reaping the fruits of their abstinence and forbearance. Many are well known, and are warm favourites, others are "dark horses," who, however, are trusted by their comrades and a few knowing ones to lower the champion's colours. Three days later the ships leave for Trinidad, passing through the Bocas, or Dragon's Mouth, as the picturesque entrance to the Gulf of Paria is called.

Port of Spain is an excellent spot for a pulling regatta, for the surface of its harbour is rarely ruffled by more than a gentle breeze. Surrounded by beautiful scenery, it delights the eye and gratifies the mind, while a large population of white people forms an agreeable society.

Three courses are marked out in this regatta, of 2½ miles, 1¾ miles, and 1 mile, and the events are many and varied, so as to give "all sorts and conditions" a chance; thus there are races for Marines, stokers, and domestics. Among other items the race for gunroom officers is sure to excite keen competition. But the cutters' race causes the greatest excitement and severest struggle. From time immemorial races in this class of boat have been customary, and to possess the best "racing boat's crew" is a proud distinction, the boat being known as the "Cock of the Station." Many a hard-fought contest they have to win the title, and then to retain it, all new comers endeavouring to wrest it from them; and so the game goes on.

Look at that crew as they pass on their way to the starting-boat. Note their brawny arms, deep chests, massive throats, bright, keen eyes, and resolute faces stamped with good humour and intelligence. Watch that heavy boat as she glides along. Listen to the measured rhythm of the oars as they rattle in the rowlocks; then you can understand how it is those men are capable of pulling her many miles without fatigue. Learn, too, with satisfaction that the Service possesses many thousands of the same type, and bear in mind that these are the men who, with their comrades the Marines, stand behind the guns ready to defend their country.

The boats are getting ready to start, and the starter steams up and down marshalling them in line; the gun fires, and they are off, the oars churning up the water until the heavy boats gather way. The favourite draws out to the front, and rounds the turning boat a length or more ahead of her nearest rival, and the crew's shipmates are proportionately jubilant. Soon all are round, and are straightened up for home.

But what is this boat which is creeping up, and challenging for pride of place? It is the cutter of the "Perseverance," and her crew have long been secretly training for this event. The coxswain of the first boat glances uneasily over his shoulder, and notes with dismay that the gap is lessening; he calls on his men, who respond with a game spurt, but in vain—the others will not be denied, and, sticking to their work manfully, continue to gain foot by foot. At last, amidst a burst of frantic applause from the "Perseverance," the coxswain dons his hitherto neglected racing cap as a signal that his boat is ahead, and from that time the race is her own. Soon she sweeps past the flag-ship a proud winner, the crew tossing their oars with as much ease as they would have done ere starting on the contest.

And in similar manner with varying fortunes the other races pass off, during which the copper punts (stout punts, which are supplied for use by the men who clean the ships' sides), got up in marvellous fashion, meander round the squadron, their crews in every kind of variety garb, enacting the *rôle* of mountebanks and Christy Minstrels.

Another pleasant day draws to a close, and the final event, the "All Comers" for any boat, with any number of oars, arrives. All sorts and sizes compete, from the fast whaler with an extra oar to the huge launch, with every oar double or treble banked, and the band playing in the stern sheets to help swell the pageant. Intense enjoyment is taken in this "aquatic romp," which is won in fine style by a galley pulling—for the occasion—eight oars. And thus, amidst excitement and mirth, the regatta terminates, more or less to the satisfaction of the competitors; and some days afterwards the squadron separates, the losers with a fixed determination that next year shall witness a still keener struggle on their part for victory.

A WEST INDIAN HERO.

CORPORAL GORDON, V.C., whose portrait is given herewith, is a Jamaican by birth, and has served in the West India Regiment for nearly seventeen years, having first enlisted at Jamaica in 1885. He was discharged about the middle of April, in consequence of ill-health, resulting from a wound which he received about ten years ago when performing the act of bravery which won for him his Victoria Cross.

It will be remembered by some of our readers that it was during the expedition against the Mandigoes, a tribe of Soudanese negroes on the West Coast of Africa, in 1892, that Corporal Gordon's gallantry and self-denial were the means of saving his officer's life, and won for him the name of "the West India Regiment Hero," also the distinguished honour of being awarded the Victoria Cross, which it is the ambition of every soldier to possess.

A party of about a dozen men were endeavouring to break down the South Gate of Toniataba, a town on the Gambia River, which was eventually destroyed, with a battering-ram of heavy timber. Major Madden, the officer in command of the troops, was personally superintending this operation. Presently a number of musket muzzles were poked through a double row of loopholes which had been made by the enemy unknown to our troops, most likely during the night. Some of these muzzles were but a few feet distant from where the detachment of the West India Regiment, Corporal Gordon being amongst them, were doing their best to break down the gate. Corporal Gordon saw that some of the muskets were pointed at Major Madden, and, without thinking what the consequences might be, he threw his person between him and the loopholes, thereby exposing himself to the bullets that commenced to fly, at the same time shouting to his officer, "Look out, sir." As he said this he was struck by a bullet in the chest, which would probably have laid Major Madden low had it not been for the intervention of the corporal. For this act of devotion and self-denial he was presented with the Victoria Cross, which no one can deny was well deserved.

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CORPORAL W. J. GORDON, V.C.

Sergeant Drummer to the Kingston Militia.

It may be mentioned here that the regiment to which Corporal Gordon belonged for so long a time is something like 115 years old, and was first formed well back in the last century. The men are an extremely fine body of troops, well set up, and looking in their picturesque uniforms very fit and ready. The West India Regiment has taken part in almost all the troubles that have occurred within its scope, and, it is hardly necessary to say, have always come out "with flying colours."

Corporal Gordon intends taking up the post of sergeant drummer to the Kingston Infantry Militia at Jamaica. He was in England on the occasion of the Diamond Jubilee of our late lamented Queen, and may have been seen marching alongside Earl Roberts in the procession which marched through the streets of London during the celebration.

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BUGLER.
Warwickshire Yeomanry.

DEFENCE, NOT DEFIANCE.

Citizen Soldiers in Town and Country.

By TRAINBAND.

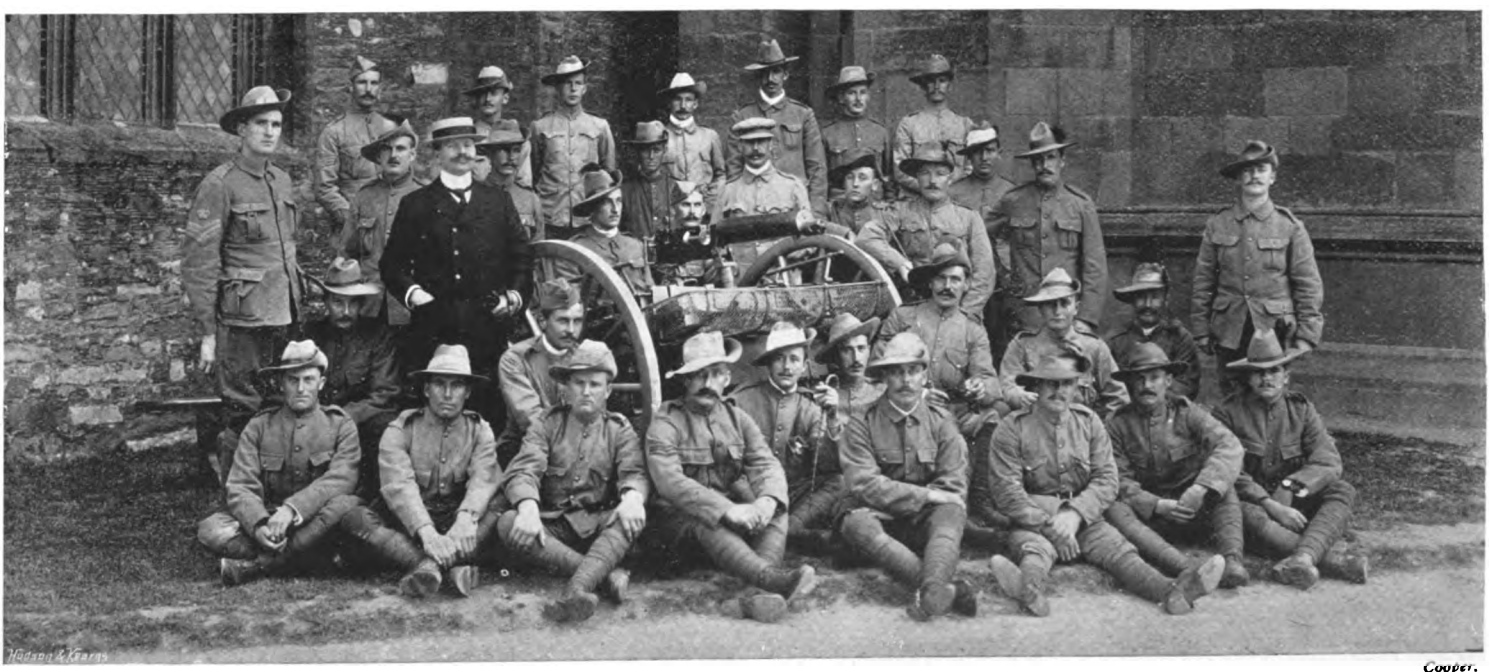
IT has been a cause of satisfaction to a good many officers of Volunteers to learn definitely that night schools of instruction will be held during the coming winter months at Chelsea Barracks, as has been done for the past few years. It may be remembered that in the autumn of 1901 a notice was issued that night schools would have to be abandoned and day schools formed instead, the reason for which being that the new Infantry Drill required more space than could be obtained in an enclosed building. Eventually, however, the order was rescinded and night schools were held in November, December, January, and February in the customary manner. They were all well attended, and apparently with good results; and it is therefore hoped that equal success may mark the forthcoming Courses. Day schools of instruction have, naturally enough, always been deemed preferable to night schools, but the formation of the latter has proved a great boon to an enormous number of officers of metropolitan corps who cannot afford the time to join a school held during the day. Some dissatisfaction was caused last winter by reason of the school at Chelsea being used apparently for the purpose of experimenting with the new drill before its official publication; and certainly the officers who passed out in November—or, indeed, any of the succeeding months—must have noticed several changes in detail from the manner in which the drill had been performed during their instruction. After all, however, the principle of the various movements remained unaltered, and really there was no great reason for complaint. As, nevertheless, "Infantry Training, 1902," is marked "Provisional," one is tempted to wonder whether the services of Volunteer officers attending at Chelsea during the approaching winter may be utilised in order to try the effect of any suggested alterations and improvements. The officers will, at any rate, join the Course with some knowledge of the now authorised drill, and not, as last year, when the first thing they were required to do was to forget all, or nearly all, that they had previously learned.

It is hardly a matter for surprise to learn that some dissatisfaction has been felt with regard to the issue of the Coronation medals, especially to the Volunteer Force. Orders and distinctions of a kindred nature are naturally bestowed on senior officers only, but the Coronation medal presumably implies presence on duty on the particular occasion. It may therefore be reasonably asked why only the senior officer and non-commissioned officer in each detachment of Volunteers should receive the medal, when it was bestowed universally on Colonials, Police, St. John Ambulance, etc. The broadcast issue of medals is to be avoided, but in the case under consideration there does appear to be some cause for complaint. Although such dissatisfaction is rather widely felt, it is not universally so. There may, however, be some truth in the remark of an aggrieved Volunteer when this was pointed out to him; he observed that no grievance was felt because no value or interest was connected with the possession of the medal as such—a sentiment which also should not prevail. The number of Volunteers on duty on the historic occasion of His Majesty's Coronation was, after all, not so very great, and possibly it is not yet too late to remedy the existing discontent, as every battalion and corps must be in possession of a nominal roll of all who were present in the Mall on August 9.

BUGLER.
Warwickshire Yeomanry.

Now that the chief training of the Volunteer year has been completed, it is understood that in many districts efforts are about to be made to carry out the scheme set forth in the new Special Service Section Regulations. A few of the metropolitan corps at once acted upon them, but up to the present little or nothing has been done in the majority of cases. From other large towns also, and Manchester in particular, reports have reached us that no great progress has yet been made—in fact, it is stated that in most localities the movement shows a distinct tendency to hang fire. On paper the scheme appears sufficiently attractive. The Special Service Section of the Volunteer Force is not supposed to have any necessary connection with active service over the sea. Its avowed object is coast defence of our own country at certain specified places. In other words, it is to enable the Government in time of necessity—or, indeed, whenever deemed advisable—to strengthen the defences of the country by calling out a certain number of officers and men of the Volunteer Force, in an unobtrusive manner, and obviate the great expense and derangement of business which would inevitably result from a general mobilisation of the Force.

At the time of the promulgation of the Special Service Section Regulations certain possible objections were pointed out in these columns, and a hope was expressed that at any



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THE 25TH COMPANY (WEST SOMERSET) IMPERIAL YEOMANRY.

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rate an exhibition of good sense on the part of what may be termed the ordinary as opposed to the special Volunteers would prevent the growth of any feeling of jealousy on the one hand or assumption of superiority on the other. Up to the present, however, so little progress has been made in the movement that it is impossible to say how far such views were justified.

It has always been a matter for some wonder why Volunteer Field Batteries, or Heavy Batteries as they are termed, should be classed under the heading of Royal Garrison Artillery (Volunteers). Still, good authority exists for considering a name as unimportant; but as a matter of actual fact it is doubtful if the Government is acting wisely in providing that all mobile Volunteer Artillery should be heavy batteries. It rather appears as if it were one more case of neglecting to recognise that the lessons of the late war were the result of exceptional experiences. At any rate it seems to be the intention to supply all Volunteer mobile Artillery with heavy 4·7-in. guns, a decision which is of questionable wisdom. Some excellent lighter field batteries are already provided by the Volunteer Artillery, and a portion of the report of Lieutenant-General Sir Archibald Hunter regarding a battery of the Forfarshire Volunteer Artillery may here be quoted with advantage. Sir Archibald said:

"Regard must be had to conditions and circumstances. Considering that men and horses were strange to the work and to one another, the firing of common shell and shrapnel for the first time in the field was decidedly good—better far the second day than the first, showing that the lessons of the day were taken to heart, resulting in improvement the next. When this battery is armed with more modern equipment than muzzle-loading 16-pounders, I am sure great things may be expected of it."

There is no reason whatever why the Volunteer Artillery should not provide and maintain several brigade divisions of serviceable Field Artillery.

No more vital necessity exists for both Yeomanry and Volunteers than accessible and suitable rifle ranges, and it is therefore somewhat discouraging to have so recently heard a story, showing that with regard to a proposed rifle range at New Parks, Leicester, the War Office is once more seemingly guilty of culpable tardiness. Without doubt many who had been watching with interest the progress of the movement for obtaining the requisite facilities for musketry practice, and had recognised the value of the generous and patriotic concession of the local Corporation, must have latterly wondered that the project indicated no advance. It was notified quite recently, however, that no further progress could be made until the War Office inspector had made his examination. As authority to continue to construct the range could not be given until this official had furnished his report, it is decidedly to be regretted that his visit was so long delayed. The question of rifle ranges is now universally acknowledged to be one of the highest importance, and the existence of even good miniature ranges must be regarded as a distinct advantage to any neighbourhood. The paramount need of a high standard of marksmanship throughout all brances of the Service has lately received great and just attention, and considerable prominence has been given to the subject in the speeches of many of our most distinguished soldiers. To insist, nevertheless, on the importance of soldiers being able to shoot well, and yet fail to provide them with the means of acquiring the desired skill, is indeed as reasonable as to demand the "making of bricks without straw." It is sincerely to be hoped that the War Office will not again give cause for complaint on a matter of such incalculable importance.

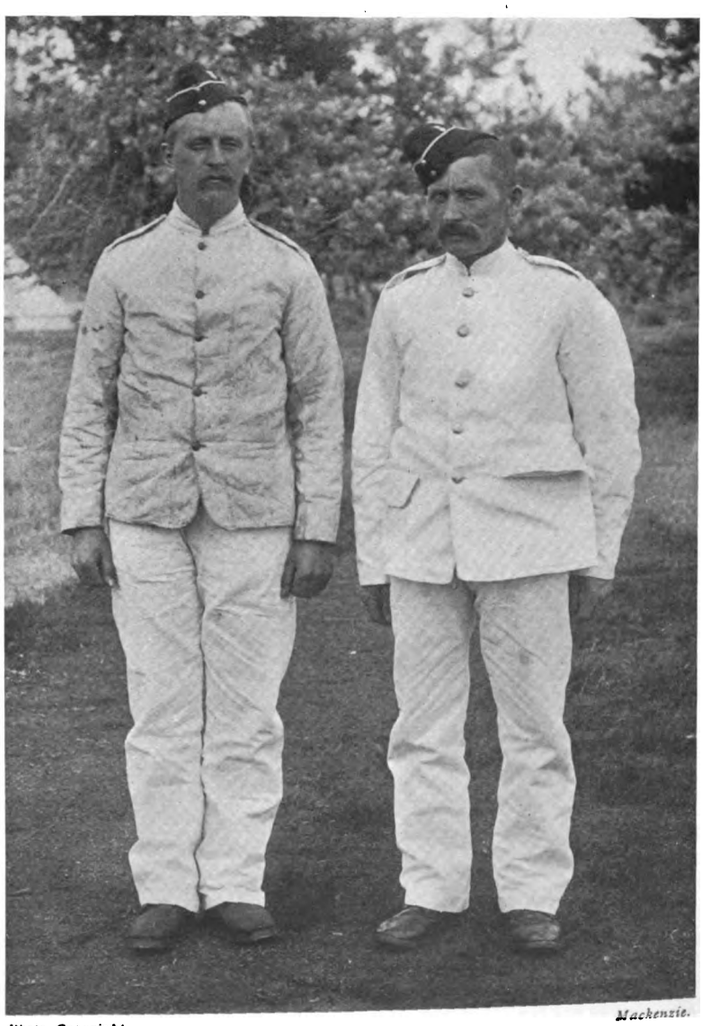
A UNIQUE PERFORMANCE.

IT was once remarked of the Duke of Sutherland, when he was seen driving the engine of a coal train on his estate in Sutherlandshire: "Now that's something like a Duke, driving his own engine, on his own railway, to his own colliery." If the person who made these remarks had been anywhere on the London and North Western Railway between Crewe and Willesden on July 5 last, he would have been even more astonished, and might have said with equal validity: "Now that's something like a Railway Engineer Corps, driving their own train, on their own railway, to their own camp," for on that date a train which carried the 2nd Cheshire Royal Engineers (Railway Volunteers), journeyed between these places, and the train, a special, drawn by a very powerful engine, which required no little manipulation, was solely under the control of two sappers of the corps, one of them, Sapper Darlington, driving, and the other, Sapper Ellis, stoking. These two men, to the delight of their officers and the whole corps in general, were successful in bringing the train from Crewe to Willesden, without a hitch of any kind on the way, a distance of about 150 miles, in 3-hr. 15-min., and what is more, came in before the specified time, for on arriving at their destination, they had one minute to spare of the scheduled time.

This feat may fairly be claimed as unique. The performance, in addition to being distinctly original, proves conclusively that the 2nd Cheshire Royal Engineers contains men who can turn their hand to practically any branch of mechanical engineering, besides being able to fulfil all the ordinary requirements of an engineering corps.

Since the war in South Africa first broke out, no less than six officers and about 270 non-commissioned officers and men of this corps have volunteered for service there, the first contingent leaving Crewe on October 16, 1899, when they received a hearty send-off, and all of these, with the exception of those who may have died from dysentery or other causes, or have been invalided home, are serving there still, thus showing that the work they have done has not been unappreciated. Very valuable work has been done by the members of this corps in South Africa, in connection with the driving of armoured trains, building and repairing bridges, working the heavy traction engines of the Steam Road Transport Company, putting up wire fences round and about the blockhouses, and in fact doing any and everything in the way of mechanical or other engineering they were called on to do, and that in a manner which was entirely satisfactory to those who were responsible. Of the men of this corps who have served in South Africa, three have been mentioned in despatches, and two awarded the medal for distinguished service in the field. From the foregoing remarks it will be seen that their experiences have been varied and not void of incident while on active service.

The formation of this corps is largely due to the efforts of Mr. F. W. Webb, the chief mechanical engineer of the London and North Western Railway, who, must be extremely gratified at seeing his efforts crowned with success.



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VALUABLE TO THEIR CORPS.

Sapper Darlington (driver) to the right, and Sapper Ellis (fireman), of the 2nd V.B. Cheshire Royal Engineers, who safely brought their regiment from Crewe to Willesden.

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SPITHEAD, AUGUST 16, 1902.

A DANISH CRUISER.
The "Valkyrien" in Dartmouth Harbour.

THE SEA-POWER OF THE NATIONS.

A RECORD OF POLICY AND PROGRESS FROM WEEK TO WEEK.

By JOHN LEYLAND.

NOW that submarine boats—or, as they might be called, "submersibles," because of the two modes of propulsion, for submerged and surface navigation—are actually at Portsmouth entering upon a long series of trials, it may be interesting to offer some considerations in regard to these remarkable engines of war. When Lord Selborne introduced the Navy Estimates of 1901-02, he took many people by surprise in announcing that five submarine vessels of the "Holland" type had already been ordered from Messrs. Vickers at Barrow. It was known in certain circles that the boats were in hand, but the fact had been concealed, and the building of the craft was shrouded in obscurity. Lord Selborne explained that the future of these boats in Naval warfare could only be a matter of conjecture, and that the experiments to be conducted would assist the Admiralty in assessing their true value. The First Lord added that the question of their employment must be studied, and all developments in their mechanism be carefully watched by this country. What has so far been accomplished has warranted the Admiralty in putting in hand four other boats of a larger type, but we are still justified in regarding the submarine flotilla as wholly experimental. After some misgivings as to the policy adopted, it came to be recognised generally that a wise step had been taken in laying down boats which would enable a sound judgment to be arrived at as to the actual conditions and effective use of submarines. Even those Admirals who had no faith in such boats welcomed the experiment, but were glad that only a few of the craft had been put in hand. Mr. Long, late Secretary of the United States Navy, took a similar view, and, although the hands of the Navy Department have since been forced, and vessels are to be built which were not originally intended, it remains true, as he said, that the Americans are "going slow."

The Admiralty most wisely selected an officer of very great experience in the person of Captain Reginald H. S. Bacon, D.S.O., to supervise the construction and undertake the practical trial of the boats. Captain Bacon is pre-eminently the man to give right weight to all the conditions which affect the solution of the problem of submarine attack. It is necessary in the first place, as Lord Selborne said, to study all mechanical developments, but it is far more essential to arrive at a conclusion as to the tactical employment, or the strategical influence, of the new craft. The officer selected for this important duty is well known as a writer upon tactical and strategical subjects, and his contributions to the "Naval Annual" and other publications have established his reputation as a sound thinker on such questions. Hence Captain Bacon will be able to report upon the value of the boats from two points of view, and we may be sure that his opinion will carry the utmost weight.

I shall not attempt to give expression to the general opinion of British officers in regard to these boats. For a long time the efforts of the French and the Americans were watched with more curiosity than confidence as to their results, and it will not be rash to say that the majority of British officers still question the value of submarine boats. Divergencies of opinion exist even in those countries which have taken up the building of submarines with the greatest enthusiasm, and not anywhere are experienced officers inclined to assign to the boats greater value than belongs to what is known as the offensive defence. The example of France has many times been held up to us, but during the recent manœuvres in the neighbourhood of Toulon the attempts of the boats were a complete failure when they essayed to attack the blockading ships. M. de Lanessan, the late Minister of Marine, who was himself instrumental in laying down a large number of submarine boats, explained his attitude in relation to them in the Chamber in June, 1900. He may perhaps be regarded as having spoken as an *advocatus diaboli*, for he was introducing a programme which proposed to lay down the largest battle-ships and cruisers that France has ever built, and enthusiastic believers in submarine boats were anxious to learn why big ships were preferred. The Minister doubtless expressed the view of his Naval advisers when he said all that he could against them. Their true function was coast defence, and hence it would be better if they were small and more numerous. They were almost blind, and the periscope was useless in rain and mist. It was, of course, valueless at night, and could scarcely be used in any circumstances unless the light were of the best. They were obliged also to approach within short range because of the comparatively short distance which their torpedoes would run. There are, of course, mechanical difficulties to which the Minister did not refer, relating to leaking gasoline joints, deficient air supply, and failure of electric current. Lieutenant-Commander Edwards, U.S.N., who proceeded in a Holland boat from Annapolis to Norfolk, a distance of 145 nautical miles, found it necessary to stop four times, twice because of the heating of the machinery, once to recharge the accumulators, and the fourth to give a necessary rest of thirteen hours to the men.

It may be taken for granted, however, that the mechanical success of submarine boats is assured. Existing types may call for improvement, but there can be no doubt that navigation below the surface is practicable. It is also noteworthy that young American officers who have been concerned in the use of submarine boats, and are free in expressing their opinions, are ardent advocates of their use, notwithstanding the opposition of experienced men like Admirals O'Neil, Melville, and Bradford. Admiral Dewey has, indeed, said that if submarine boats had been in Manila Harbour he would not have ventured to enter the bay. Incidentally it may be remarked that this was not the spirit of Farragut when he rode into Mobile Bay, with results well known. One young American officer has said that with half-a-dozen of these boats he would be prepared to defend New York Harbour against fifteen battle-ships, and another has asserted that firing from submarine boats is more accurate than from surface boats.

It may, perhaps, be concluded that to keep ships under way will be the very best defence against submarines. Against vessels in motion they can scarcely have much chance, unless they hold a line of defence towards which ships are approaching. It may be quite possible for submarine boats in this way to guard the approach to a channel, for the van ships of the approaching force would probably make excellent targets, while, if any got through, they could be attacked from the rear. It may, therefore, follow that a very important part of the work of submarine boats will consist in manœuvring for position. Undoubtedly they possess a singular tactical advantage in being able to escape from a field of action without going away, and thus to maintain a continued threat—which, perhaps, after all, may be their greatest value. It is the opinion of many officers that the right tactical use of submarines will be to keep hostile ships at a distance of fifteen or twenty miles from

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positions defended, and that thus they will limit operations against an enemy's coast. It was probably already true, however, that the days of close blockade had gone by. It was never the purpose of Nelson to keep the French in Toulon. His object was to induce them to come out and attack them in favourable circumstances. They escaped him, it is true, but the system of blockade he practised is that which will be applied in future war, and we shall not repeat the close blockade which it became necessary for Cornwallis to maintain. As a matter of fact, in the recent French manœuvres, a watching blockade of Biserta was established by means of cruisers, while the battle-ships remained in safety at Porto Farina, communication being maintained by wireless telegraphy.

It does not, therefore, follow that submarine boats will introduce any radical change in the operations of war, at least for a powerful nation like our own. Nevertheless, it does not behove anyone to be too confident in this matter. It may be that submarine navigation is only in its infancy, and that advances may be made which do not yet enter into the calculations of anyone. Hence the wisdom of Lord Selborne in urging that the employment of these boats must be studied and all developments be carefully watched, and meanwhile it may be well to follow the policy outlined by Mr. Long, and "go slow," not spending too much money as yet upon the building of boats of the class.

COQUIMBO.

COQUIMBO is a small town on the sea coast of Chili, some miles to the southward of Valparaiso. It is notable as the headquarters of the Southern Division of the Pacific Squadron, and boasts of an old wooden frigate, the "Liffey," now used as a store-ship and a Naval hospital. Over and above these there is not much to recommend it to notice. At the same time it is one of the best-known anchorages in the world for Naval officers, and the dirty little town has been the scene of many a midshipman's exploits.

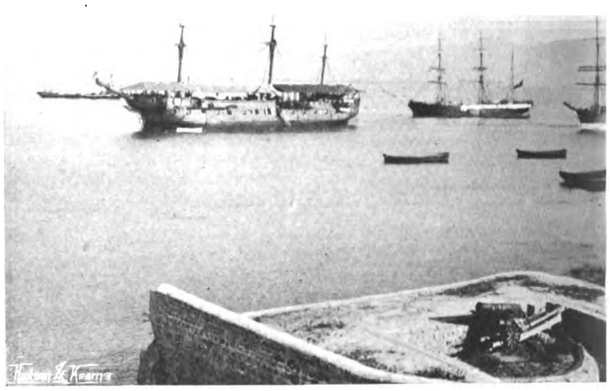
Riding and shooting of the roughest description are easily obtainable, and in its own way the port is celebrated for both. The horses are hard-mouthed, grass-fed crocks, bitted with regular jaw-breakers and saddled with antique wreckage that is a terror to look at and a martyrdom to bestride. Lucky, indeed, is the Don Quixote who possesses English furniture for his Rozinante. As for the beasts themselves, they generally prove far better than their appearance warrants. They can gallop, buck, bolt, bite, and even jump—at any rate, well enough to negotiate the low walls, ditches, and banks that divide the country in the neighbourhood of the villages.

Paper-chasing is the usual amusement, carried on on horseback, till all the horses are knocked up, and then pursued on foot. In the latter case, the little town of Serena is a favourite run. It is seven miles from Coquimbo round the sandy shores of the bay, which is celebrated for its camerones, a species of large fresh-water prawn or crayfish. There is a very good hostelry, or posada, near the beach, which is well accustomed to cater for twenty or thirty "mad Ingleses," arriving hot, tired, and hungry, to make a substantial meal an hour or so before sundown.

The shooting is by no means bad sport either. It entails an early start by train to some selected station a few miles up the line. Thousands of doves flight every day across certain parts of the country, and a good shot may bag anything from ten or a dozen to a hundred or so. Between whiles red-legged partridge and button quail can be walked up on the hills, but it is hard, hot work to get them.

Food, in the shape of fowls and eggs, can be obtained at many of the cottages, and even cooked in the form of a soup if required. The method is peculiar, and the result wonderfully palatable. The fowl is killed, plucked, cleaned, and popped into a cauldron of water. To this are added eggs and vegetables, and the whole boiled together. Plates and dishes being somewhat scarce, it is usual to sit round the pot and dip out of it direct. The drink that accompanies the meal is generally "chicha," the unfermented juice of the grape, rather sour, but very thirst-quenching and wholesome.

There is excellent sea-fishing to be got in the bay, and



THE "LIFFEY."

An old frigate now used as a store-ship.

with a charge of gun-cotton thousands of fish can sometimes be obtained. Unfortunately they are mostly "horse mackerel," and these fish are generally considered by strangers to be poisonous, though the natives will partake of them without ill effects.

There used to be an amusing story told in connection with Coquimbo, the Naval element at which consists of a Commander (in command of the "Liffey") and some warrant officers who are in charge of the stores. There is also the Naval Hospital, where the ships of the station are wont to deposit their invalids. One day a corvette put in and left a midshipman who was down with fever, and who also was within a few weeks of passing for lieutenant. Orders were left that this young officer, if well enough, was to be sent home in a small ship that was shortly leaving the station for England. His illness was by no means severe, and in a short time he was about again. Being an enterprising youth, he viewed with little favour the prospect of a passage home by sea, and set his heart upon going overland, *via* San Francisco and New York. At that particular time there was no commander in Coquimbo, the senior Naval officer of the port being a gunner, and as such senior to a midshipman. This gunner refused entirely to take the responsibility of sending a mere midshipman home overland, more especially as the ship for which he was detailed had already left Esquimalt.

Then our friend the midshipman took counsel with himself. He was by this time of full age and possessed of all the necessary certificates; so, in accordance with the Queen's Regulations and Admiralty Instructions, he called upon the gunner to examine him provisionally for the rank of lieutenant. This the gunner, with the assistance of the boatswain, did as a matter of course, and as soon as our midshipman had been passed and got his papers signed he was without the slightest question an acting sub-lieutenant, and as such senior to his late board of examiners. He was, in fact, the senior Naval officer of the Port of Coquimbo.

Of this position he took full advantage, advancing himself the necessary money and passes for a first-class passage home overland. The next day he departed by the mail steamer for the North, leaving behind him a wrathful and distracted warrant officer, who immediately wired details of the affair home to Whitehall. After a leisurely and comfortable journey our hero arrived in due course at Plymouth, where he was met by a peremptory order to immediately present himself at the Admiralty. The evening mail having left the port, the story goes that he ordered a special train, and arrived at those sacred precincts with the milk. Like many another good story, the tale of it stops here, and the anti-climax is left to the imagination. No doubt the interview between Their Lordships and the acting sub-lieutenant was worthy of the occasion!

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COQUIMBO.

The Naval Hospital in the foreground.

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RIFLE PRACTICE, CALCUTTA.

OUR INDIAN EMPIRE.

A Running Record of Military Life and Incident in the "Shiny East."

By Captain Owen Wheeler.

IN A CALCUTTA BAZAAR.

A RECENT interesting forecast has been made of the composition of Lord Kitchener's Personal Staff on his assumption of the Commander-in-Chiefship in India. The most important appointment mentioned is that of Colonel Hubert Hamilton, C.B., D.S.O., to be Military Secretary, a post which has far more real work and influence attached to it than any other Personal Staff billet, and which in India is always held by very able and carefully-selected officers. I can myself recollect such men as Generals E. F. Chapman, Boyce Combe, and M. W. E. Gosset as Military Secretaries, either substantive or acting, to the Commander-in-Chief, and it is easy to understand that a Chief like Lord Kitchener, taking up an Indian command for the first time, would be particularly discriminating in his selection of someone to stand between him and seekers after any and every sort of military appointment. The Military Secretary to the Commander-in-Chief in India has further important duties, which, while they do not interfere with the Adjutant-General's prerogatives in the matter of maintaining discipline, have a somewhat similar tendency. For I believe it is his business, when the Commander-in-Chief receives an unfavourable confidential report of a senior officer, to communicate with the offender and point out to him that promotion is not likely to be accelerated by such delinquencies as those of which he has been guilty. From which it will be seen that a Commander-in-Chief's Military Secretary is an altogether different official from the Military Secretary to the Viceroy, who is usually not very much more than a glorified A.D.C. This, at any rate, used to be the case in my time, although it must be admitted that the late Lord William Beresford imparted a rather remarkable individuality to the appointment.

Colonel Hubert Hamilton is, of course, a very distinguished officer indeed, and had done excellent service in Burma and in three Nile Expeditions before he came to be employed on the Staff in South Africa. He was contemporary with me as a cadet at Sandhurst, where he was known, in compliment to his undeniable good looks, as "Handsome Hamilton." He was very popular as a cadet both with his comrades and the instructors, and I rather think he was made an "Under-officer," subsequently getting his commission in the "Queen's."

Service on the Personal Staff in India varies a good deal, and perhaps a few words on the subject may be of interest to home readers. The military officers on the Personal Staff of the Viceroy have, of course, a very gay time, but even their billets sometimes are not beds of roses. At the head of them is the Military Secretary to the Viceroy, who receives Rs.1,500 a month and, practically speaking, "free board and lodging." He superintends, as a rule, the Viceregal establishment, acts as Master of the Horse, is responsible for the due arrangement of all Viceregal functions, and keeps a watchful eye on the A.D.C.'s. Of the latter there are three substantively appointed, and as many "extras" as the Viceroy chooses to appoint. All take their turns in attendance upon His Excellency, and upon Her Excellency if the Viceroy is married, and when the Lord Sahib is a very active man the duties, though pleasant, are apt to be exacting. The great charm of a Viceregal A.D.C.'s life is, of course, the opportunity of seeing every part of India under the most favourable auspices, of participating in royal sport under most luxurious conditions, and of attending every sort of brilliant ceremonial and other functions as a highly-privileged spectator. Viceregal A.D.C.'s, too, undoubtedly possess unusual advantages in the matter of those innocent flirtations by which time may be killed even in India, advantages such as are not enjoyed by less favoured and brilliant specimens of young military manhood.

There is some excuse for the kindly view which the average member of the fair sex takes of the Viceregal A.D.C. In the first place, he is almost invariably a very engaging specimen of well-born and well-conditioned British youth, generally an officer of some crack corps, and often heir to, or possessor of, an important title. I recollect the present Duke of Bedford as A.D.C. to Lord Ripon. He was then Lord Herbrand Russell, and I believe it was at Simla that he first met Miss Tribe, the daughter of the Archdeacon of Lahore, and now Duchess of Bedford. Lord Curzon has the Earl of Suffolk as an extra A.D.C., and many other members of the aristocracy have been included from time to time in the Indian Viceregal *entourage*. Then, again, the "Government House young men" are generally excellent sportsmen, capital dancers, and good all-round men generally. Poor "Roddy" Owen was for a time an A.D.C., I think, to Lord Dufferin, and so was Beresford before he became Military Secretary. Lastly, the Personal Staff of the Viceroy when on duty is always very becomingly arrayed. The full-dress uniform is a scarlet tunic, beautifully embroidered, with gold lotus leaves, the construction of which, I believe, makes a very considerable hole in a hundred pounds. In evening dress the A.D.C.'s are privileged to wear a swallow-tailed coat, with pale blue silk facings, which is highly-effective. In fine, the captains and subalterns—of course, they are all captains by courtesy—who irradiate Viceregal Lodge by their brilliant presence are, habitually, as fine specimens of the bright, light-hearted, "classy" British officer as one would wish to meet, and a good criterion of their quality is the fact that they are usually remarkably popular with all ranks of their own Service.

The Commander-in-Chief's Personal Staff consists of a Military Secretary, three A.D.C.'s, an Interpreter, and a Surgeon. Of the Military Secretary I have already spoken, pointing out that his duties do not in any way resemble those of the Military Secretary to the Viceroy, which in the Commander-in-Chief's household are usually undertaken by the senior A.D.C. The Chief's A.D.C.'s have, on the whole, I should say, more to do than the Viceroy's, while the life is not so splendid; but it is an important position, and in it a man may both see and learn much. The post of Interpreter to the Commander-in-Chief is an old one; the official in question used to be specifically called "Persian Interpreter," and in my time the billet appeared to be rather a sinecure. Nowadays, I understand the Interpreter has to make himself distinctly useful, and in the case of a Chief who, though he is, like Lord Kitchener, a past-master in Arabic, may know nothing of Persian or of the other languages spoken in India, he would be in constant requisition at levées where the native nobility were being received.

The Viceroy, Commander-in-Chief, and the holders of the four great Indian Army commands have native as well as British A.D.C.'s, and very fine fellows they generally are. I remember one of Sir Donald Stewart's native A.D.C.'s, a Ressaldar—Major of the 13th Bengal Lancers, with whom I came in contact when I had charge of the Chief's camp on tour, and I was greatly impressed with his frank and manly bearing. He could speak very little English, and my Hindustani sounded very discordant after the beautiful Persian in which he first addressed me, but we got on together very well, and I have always retained a very pleasant recollection of Husain Ali Khan, afterwards Captain and Sardar Bahadur, as a soldier and a man.

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Of the Personal Staffs of lesser authorities there is not a great deal to be said. More often than not a General Officer Commanding a District makes his son, if eligible, or some other relative, his A.D.C., the billet being one which in such cases cannot very well be held by anyone who is not in close connection or on terms of great intimacy with the General in question. For while at Simla the Viceroy's and Commander-in-Chief's A.D.C.'s have, or used to have, a separate establishment, the A.D.C. to a Presidency Governor or a General Commanding a District lives with his Chief, and not infrequently looks after his house-keeping. This is rather a regrettable state of affairs, and leads sometimes to the employment of promising officers in rather undignified capacities. It should not be possible for an officer holding His Majesty's commission to be wigged, as I have heard of an A.D.C. being wigged, for spending too many of his Chief's rupees on potatoes; and the suggestion that A.D.C.'s have been at times expected by exacting Generals to apply themselves still more closely to domestic details has roused the ire of many good soldiers. I remember one old fighting General, departmentally employed in a capacity which did not permit him to have an A.D.C., waxing very wroth on this subject. "I wish I had an A.D.C.," he confided to me; "but if I had, I wouldn't treat him like an upper servant. Even if I had three, as the Commander-in-Chief has, I would not let one of them have anything to do with my household affairs. I would choose them from different branches of the Service, and make one familiarise himself with all the current artillery questions, another with cavalry matters, the third with infantry subjects, and if I got hung up in any detail of my own work I would appeal to the right A.D.C., and if he could not help me I would make him 'sit up.' But as for asking an officer and a gentleman to count my household linen, I would not dream of such a thing!"

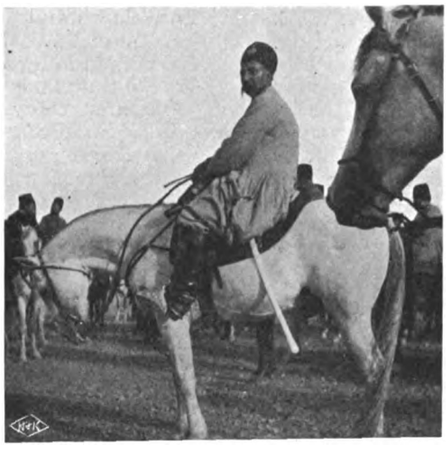
Nor, we may be sure, would a soldier of Lord Kitchener's stamp. If any such notion had entered his head as regards his Staff in India, it is not likely that he would have chosen as his A.D.C.'s—as he is said to have done—three officers all of whom have served with distinction in South Africa, two of whom have the D.S.O., while one has the Victoria Cross in addition, and has five campaigns already to his credit, although he has barely eleven years' service.

A REVIEW AT TEHERAN.

THE average Englishman does not interest himself very much in Persian affairs. The visit of the Shah may have induced a few to refresh their memories as to the position of Persia geographically and politically. Certainly those who have read the article of the historian Mahan in the current number of the *National Review* will recognise the importance of our relations with Persia.

The snap-shots which we reproduce were taken at a review at Teheran on June 15 last. The programme stated that 10,000 troops were to have been present. In reality the numbers were much smaller. The troops consisted of twelve infantry regiments, three batteries of field artillery, two batteries of mountain artillery, and two squadrons of irregular cavalry. Our correspondent writes that it is impossible to criticise these troops if we are to judge them by the European standard, as the conditions of military service in Persia are so entirely different from anything prevailing in Europe. Though dressed for the day in military uniforms, these "soldiers of Iran, descendants of the mighty Tamerlane," resume their civil calling on the morrow, and are scarcely distinguishable as warriors when earning their daily bread as coolies and carriers.

The Persian Army nominally amounts to 105,000 men, but the standing Army does not exceed 24,500. The number liable to be called into service amounts to 53,000.



THE HEAD OF THE ARMY.
H.H. the Commander-in-Chief at the saluting base.

Curzon (1898) states that "when it is known that the command of a regiment is sometimes inherited, sometimes vested in the hands of infants, and commonly bought and sold, a high stamp of officers is an impossible result. A child of eleven years of age was, at the time of my visit, a field-marshal in the Persian Army." Further, "Cases are well known of men being appointed generals or colonels whose whole life has been spent in civilian avocations," and "In the absence of any transport or commissariat, regiments on the march help themselves as best they can from the country or villages which they traverse. They are consequently regarded as an unmitigated curse by the peasants."

It will readily be gathered that a reorganisation of the Army is very necessary. It is not unreasonable to suppose that the Kitchener who will have to undertake this task is now serving in the junior ranks of our Army. Everyone hopes that Persia will continue to be England's friend, and if that is so she will no doubt ask England to assist her in putting her house in order.

There is good Army material, both in men and horses, in Persia. Our correspondent's snap-shots show us too little of the horses; it is a pity that he did not take in the whole of the gun teams, so as to give an idea of the shape of the small, well-knit, and wiry Persian draught horses, many of which were till quite recently used by our own Field Artillery in India.

The police force contributed many of the men reviewed by the Commander-in-Chief on June 15. Reforms in this force are even more needed than in the Army of Persia. How should we get on if our police were similarly situated? The police of Tabriz, the second city in the kingdom, "receive no salary, but are required to pay the alderman a certain sum each month"!!! They are consequently always ready to overlook a crime for a liberal donation, or to torture the one who refuses to pay. A person who is falsely accused has little hope of escape except by a bribe of money unless he has a powerful friend.

The Prince of Wales has told England to "wake up." Persia certainly wants waking up, and there is a great field for him who is destined to be the waker. In 1885 Colonel Ross, the Resident in the Persian Gulf, wrote: "There are at present extensive tracts and districts, the extent, capacity, and even position of which are but vaguely known at the seat of Government." *Verb. sap.*

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FIELD ARTILLERY IN LINE.
A battery of breech-loading guns.

PERSIAN IRREGULAR CAVALRY.
These troops are formed from Turkish Nomads.

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NAVAL OFFICERS AS DIVERS.

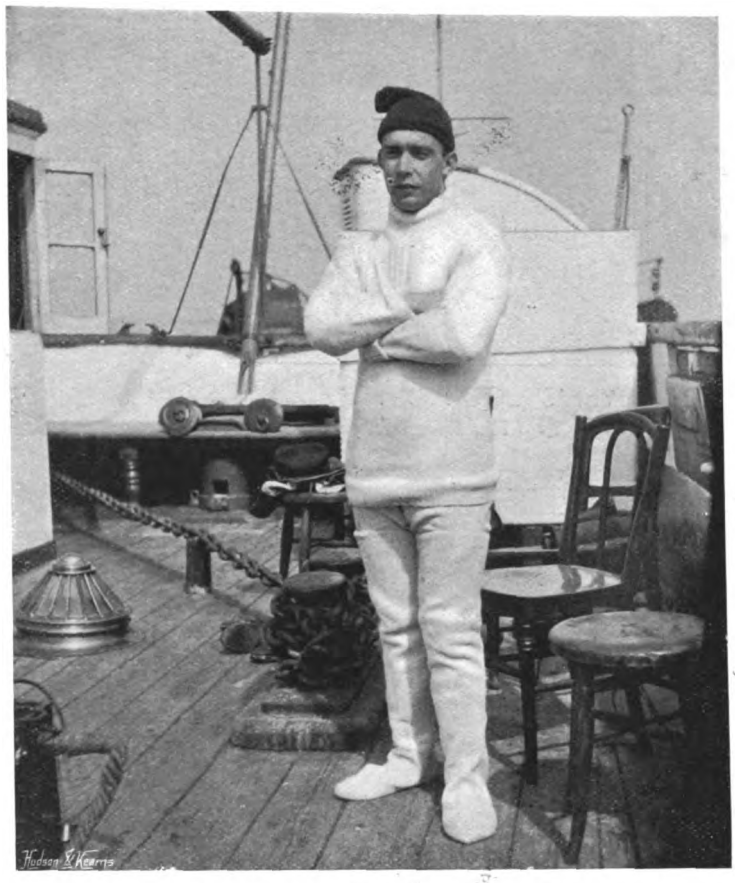
SPECIAL TRAINING OF NAVAL OFFICERS AND SEAMEN.

THE photographs reproduced are a series showing what lieutenants have to go through before they can become full-blown gunnery lieutenants. It is all part of the vast system of training which enables an officer to understand the feelings of the men he has to deal with, and who have to work under him.

Every officer, like every Bluejacket, training as a diver passes through an extensive course, ranging over a period of many weeks, which finally enables him to go to the depth of twenty-five fathoms. The pressure at that depth is enormous, and can only be reached by the gradual training, which cultivates in men confidence both in themselves and in those who have to attend them. The first day of the course consists in dressing, and having the dress, when on, supplied with air. This is to many the most unpleasant part, because one feels shut off from everybody, the only thing that one can hear being the rush of air which comes into the helmet by means of a long wire-strengthened india-rubber pipe.

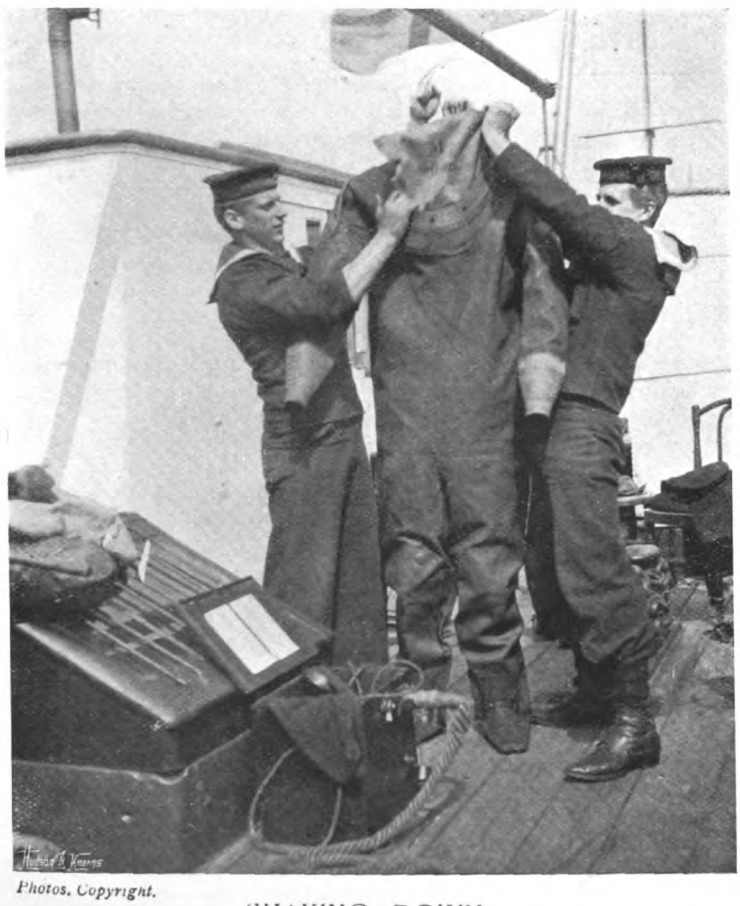
The novice is then allowed to walk to the ladder, when he has heavy weights put on his chest and back, and he takes his first dip, just getting below the surface, but hanging on to the ladder with one hand, whilst with the other he tries and tests the working of the valves of his helmet. The first day's course also comprises learning how to dress a diver, and the use and management of the air pump. The next day the novice takes another step, that is, to leave the ladder and be absolutely dependent on the men tending him. It is at this time that the diver must keep cool, as, if he does not, he is apt to forget the use of his helmet valves, and then the air continuing to enter, the dress gradually inflates and brings the diver to a horizontal position in the water. Once in this position the novice begins struggling to get into a vertical position, and only succeeds in knocking himself about. The valves, which in the ordinary course will cope with the influx of air, are not big enough to allow the air immediately to rush out, enabling the diver to regain the vertical. The only thing to be done is to open the india-rubber cuff, by pulling it away from the wrist, when the air escapes rapidly, and the learner again floats upright. He is then pulled along till he comes to a shot rope, which is an ordinary rope from the ship's side running straight to the bottom of the sea, with a shot at its lower end. He then tries to work his valves, raising his hand as a signal that he is ready to go down, and having received a signal from those tending him, which consists of one pull on the breast rope, he allows himself to slide slowly down the rope.

The sensation of being alone in this way is extraordinary. As the depth increases, the pressure begins to cause a curious sensation in the ears, which disappears by the diver swallowing his saliva again and again as he gets further down. This "dip" would generally be not deeper than two or three fathoms. At the bottom of the shot rope a small line is secured, called the distance line, which is taken by the diver, who walks slowly



THE NOVICE PREPARING TO DESCEND.

The warm clothing worn beneath the diver's dress.



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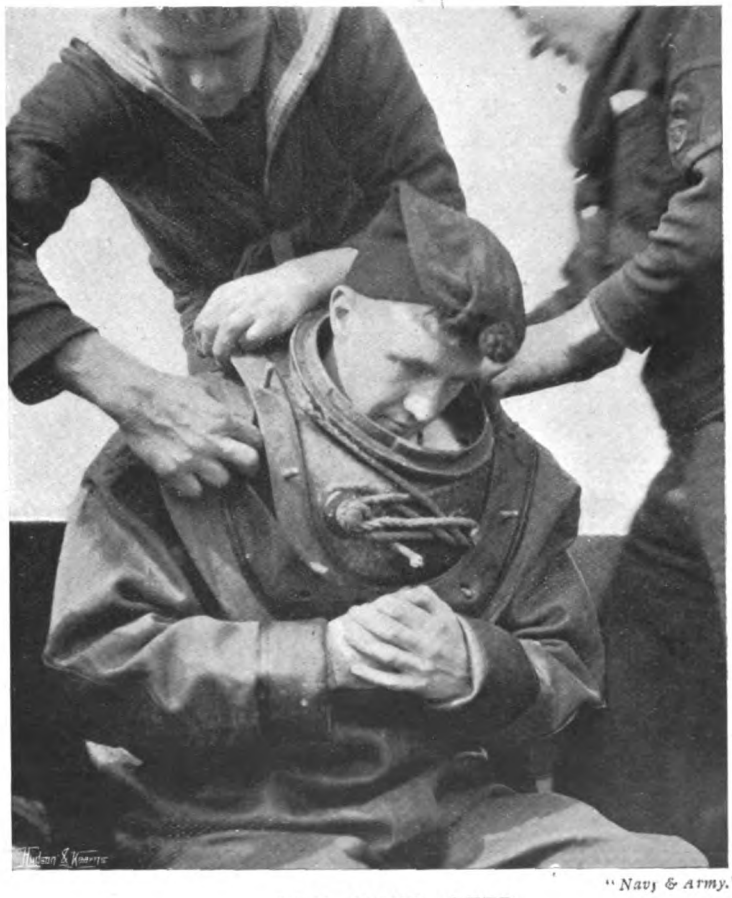
SHAKING DOWN.

A first experience of diving service.



"Navy & Army."

THE NEXT STEP.

Fitting on the metal corselet.

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COMPLETING THE DIVER'S EQUIPMENT.

The last breath of open air. *The helmet in place.*

THE OFFICER DIVER OVER THE SIDE.

A talk with the assistants. *Weighted for the descent.*

Photos. Copyright. "Navy & Army."

A LIEUTENANTS' DIVING CLASS.

A group of proficients in the Service.

away from the shot rope, paying out the line as he goes. This line enables him to find his way back to the shot rope when he wants to ascend. He then practises kneeling, sitting, and lying down under water. All these have a curious effect of increased pressure on the ears, which is overcome as before.

The officer then practises exchanging signals with those above him, all of which are answered by repeating the signal so that there can be no mistake. In the later helmets a telephone is fitted, which enables the diver to hear anything from the surface, or inform the men above of anything he discovers or may wish for.

The dips gradually increase day by day, the diver becoming more and more accustomed to find himself alone, and confident that those in whose charge he is placed will take the greatest care of him from the time he enters the dress to the time he is out of it again.

In the first illustration we see the dress that is worn by the diver inside his suit, consisting of sweater and thick stockings, and a red woollen cap to keep his head warm. Then we have the diver being "jumped down" into his dress with his hands held straight above his head. The strong india-rubber cuffs through which his hands pass by sheer force are seen. Next we have depicted the metal corselet being put on. The studs which are clearly shown have to be brought up through the holes of the india-rubber collar. The first to be put through is the lower front one, which, when inserted, is held on to by the diver, as is seen in the picture. This prevents the corselet hurting the occupant of the dress whilst this operation is being carried out. This being done the diver is ready to go down, the corselet in place, and the helmet under his arm. Another picture shows the diver dressed with his heavy boots, each weighing 16-lb., and the breast rope round his waist coming up on his right, and the air-pipe passing under his left arm. The front glass is off. We also illustrate the diver with his dress, quite dry, going down the ladder, having the weights on his back and chest, whilst the breast rope and air-pipe are being paid out as he descends. Then we see the diver having come up to talk to the men tending him. His dress is wet, and takes the form shown—which is due to the pressure of water. The heavy weights have been taken off and the front glass is unscrewed.

This instruction goes on week in week out during the year, under the direction of a gunner who is an expert diver and knows every part of the work. A Bluejacket diver is well paid for his services, according to the depth at which he works and the time employed, and wears a star on his arm as a distinctive badge. The Naval diver has to take a "dip" every month, when he must go to the depth of twelve fathoms. This keeps him in training for immediate action should his services be required.

The last illustration depicts a group of lieutenants going through the diving course, with their instructor in the centre. The training of Naval officers is, of course, as important as that of men. They must be able to direct the operations of all who are under their command. On occasion they must themselves be able to descend in order to make important surveys. Few people are aware of the unremitting care necessary to keep in efficient state the under-water fittings of war-ships.

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MAJOR HILL.
The Experimental Officer.

WAITING THEIR TURN TO FIRE

COLONEL MONRO
Chief Staff Officer.

THE HYTHE SCHOOL OF MUSKETRY.

By LESLIE STEWART (*Naval and Military Commissioner, Imperial Victorian Exhibition*).

"WARS may wage, wars may cease, but I go on for ever," might well be the motto of the excellent military institution where the art of shooting in the British Army is taught. The bugle may sound the "cease fire" across the veldt, but week in and week out the purple marshland on the outskirts of Hythe echoes with the crack of the Lee-Metford, intermingled sometimes with the peculiar whirr of the Maxim.

The glory which Hythe gained from its celebrity as the premier Cinque Port, long since departed, has been renewed and perhaps enhanced by the establishment of the School of Musketry. In the early days of shooting, when the old smooth-bore "Brown Bess" was the weapon used by our soldiers, precision in long-range firing was not only a secondary consideration, but also practically unobtainable, 100-yds. being the average distance at which aiming became reliable.

The introduction of the Baker rifle in 1800 brought a change, and when thirty years later the Brunswick rifle was issued to the infantry generally, it was plainly seen that rifled arms needed an entire revolution in the training of a soldier.

This fact having been realised, the next step was to establish a school for the purpose of giving instruction in the use of rifled small-arms. Accordingly, in 1853 Colonel Hay was sent to Hythe to take over the old barracks which were formerly occupied by the Royal Staff Corps, the forerunners of the present Army Service Corps, and from that date a Royal Warrant established the Royal Corps of Musketry Instructors. This title, however, was dropped when the present system was introduced, and the establishment was henceforth known as "The School of Musketry."

Apart from its close proximity to Shorncliffe Camp, Hythe has always been connected with military affairs, even from our earliest times. To the west of the town there are still traces of the defensive works erected by the Romans to protect the vanished port of Lymne. Garrisons were also maintained by Henry VIII. to guard the local shipping and fisheries. Running westward from the town, for a distance of 23 miles, is the Royal Military Canal, a relic of the days when the scare of a French invasion was very real and the shores of Romney Marsh were an ideal landing-place for an enemy. The whole length of the canal was protected by a still-existing continuous breastwork, flanked with embrasures for cannon.

But to return to the modern School of Musketry. The courses of instruction as at present regulated alternate between Regular and Militia, which last six weeks, and Yeomanry and Volunteer, occupying but twenty-one days. There is also an occasional fourteen days' course for officers qualifying for the post of District Inspector of Musketry or Regimental Adjutant. The permanent staff of the school, needless to say, consists of the highest experts in the Service. The commandant is Colonel R. L. A. Pennington, late of the Northumberland Fusiliers, and the chief Staff officer is Lieutenant-Colonel Monro of the Queen's West Surrey.

Among other officers of the Instructional Staff are such well-known shots as Major MacFarlan, Major Kellett, Royal Irish Regiment, Captains Etches and MacNab, and Lieutenant Clarke. The experimental work is also done at Hythe, and the present holder of this very responsible and onerous post is Major H. de la M. Hill.

It should be borne in mind that the chief aim of the instructors is not to concentrate everything on the attainment of individual high-class marksmanship, but to instruct their students in the best method of instructing others. Officers and non-commissioned officers come to Hythe from every quarter of the globe where British arms are established, and take back and teach their respective corps the valuable lessons they have received.

Although the amount of money devoted to the work of the School of Musketry is small compared to that spent on similar establishments by France and Germany, yet it is satisfactory to know we obtain by far the best value. The Hythe Staff are to be congratulated on the high pitch of perfection to which they have brought their system, and, when one remembers that the fate of a modern campaign greatly depends upon the musketry of the force engaged, it is a consolation to know that whatever adverse criticisms may be passed upon the British Army as a whole, yet the source from which our soldiers learn their most essential lesson is perfectly organised, and teaches what it has to teach in a thorough and progressive manner.

ROUGH AND READY.
Colonials at the Range.

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FROM THE NORTH-WEST FRONTIER.
Afridis calculating the distance.

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OFF DUTY: A NAVAL "LEGER."

MOUNTING THE FAVOURITE.
A "handy-man" nearly up.

AN IRREGULAR START.
Without the use of the "gate."

Photos. Copyright.

LEADING BY A LENGTH.
But scarcely at a gallop.

"Navy & Army."

A CLOSE FINISH.
Not "blown" in the least.

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